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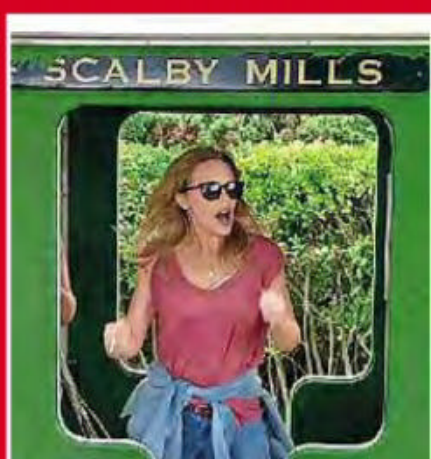
STEPHENSON'S ROCKET IN SEPTEMBER YORK MUSEUM DEBUT

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 258
August 30 –
September 26, 2019

SOARAWAY SUCCESS FOR WEST SOMERSET TAUNTON SHUTTLES



**KYLIE MINOGUE
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LOCO-MOTION
AT SCARBOROUGH
NORTH BAY!**



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TO LIGHT UP
CHRISTMAS**



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OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos



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31-921 Class H2 Atlantic 4-4-2 32424 "Beachy Head" in BR black early emblem (RRP £189.95) **BARGAIN**. £124.50

Diesel locos

32-381L Class 37/4 37419 in DB Schenker red - Ltd Ed for Trains4U. .£139.95
31-663 Class 47/0 47209 "Herbert Austin" in Railfreight Distribution Sector (RRP £159.95) **BARGAIN**. £154.50

Coaches



30-525 Coaches 2 x Pullman Cars (349 & 335) & 1 x Mk1 BSK in Pullman Umber & Cream - separated from the Shakespeare Express set. .£70

Dapol - Diesel locos



4D-003-014 Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams **NEW**. .£129.15
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4D-006-013 Class 73/2 73202 in Southern Gatwick Express branding. .£124.29

DMUs

4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (RRP £129.95) **BARGAIN**. £105

Wagons



4F-061-001 BEV Bogie Bolster 'E' 923358 in BR bauxite **NEW**. .£25.46

Hattons Originals - Steam locos



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (RRP £99) **BARGAIN**. .£89
H4-P-015 SECR P Class 0-6-0T 27 SE&CR full lined green (with polished brass) **BARGAIN**. .£99

Wagons

H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules. .£118

Heljan - Diesel locos

DMUs



8940 Class 35 'Hymek' D7088 in BR green small yellow panels. .£110.46

Hornby - Steam locos



R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (RRP £24.99) **BARGAIN**. .£14.50
R3638 Class 7P6F Streamlined West Country 4-6-2 34019 "Bideford" BR green late crest. .£166.50
R3642 Class 8P Princess Coronation 4-6-2 46232 "Duchess of Montrose" in BR green early emblem. .£171



R3555 Class 8P Princess Coronation 4-6-2 46256 "Sir William Stanier F.R.S." in BR maroon. .£189



R3736 Class A1 4-6-2 4472 "Flying Scotsman" in LNER green **NEW**. .£189
R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green - TTS sound fitted - Railroad range. .£114
R3634 Class LN 'Lord Nelson' 4-6-0 851 "Sir Francis Drake" Southern Railway olive green. .£153



R3615 Class W4 Peckett 0-4-0ST 560 in Peckett works leaf green builders lettering. .£90



R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (RRP £124.99) **BARGAIN**. .£59



R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (RRP £124.99) **BARGAIN**. .£59



R3631 SECR H Class 0-4-4T 31265 in BR black early emblem. .£117

Diesel locos

HSTs

R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green. .£229



R3602TTS Pair of Class 43 HST Power Cars 43078 and 43079 in Intercity Swallow - TTS sound fitted. .£280



R3696 Pair of Class 43 HST Power Cars 43093 and 43016 in GWR green "Old Oak Common" commemorative. £261



R3802 Pair of Class 43 HST Power Cars 43315 and 43309 in LNER white and red **NEW**. .£261

EMUs

R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels. .£160

Train sets - analogue



R1151 Caledonian Belle starter trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (RRP £49.99) **BARGAIN**. .£45



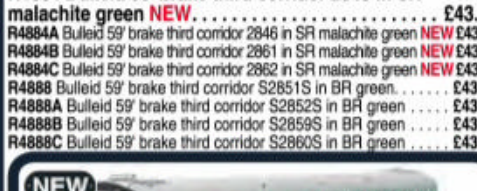
R1234 Starter train set - "Hogwarts Express" - Harry Potter range **NEW**. .£180

Train sets - digital



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (RRP £210.99) **BARGAIN**. .£130

Coaches



R4884 Bulleid 59' brake third corridor 2845 in SR malachite green **NEW**. .£43.50
R4884A Bulleid 59' brake third corridor 2846 in SR malachite green **NEW**. £43.50
R4884B Bulleid 59' brake third corridor 2861 in SR malachite green **NEW**. £43.50
R4884C Bulleid 59' brake third corridor 2862 in SR malachite green **NEW**. £43.50
R4888 Bulleid 59' brake third corridor S2851S in BR green. .£43.50
R4888A Bulleid 59' brake third corridor S2852S in BR green. .£43.50
R4888B Bulleid 59' brake third corridor S2859S in BR green. .£43.50
R4888C Bulleid 59' brake third corridor S2860S in BR green. .£43.50



R4886 Bulleid 59' composite corridor S5714S in BR green **NEW**. .£43.50
R4886A Bulleid 59' composite corridor S5718S in BR green **NEW**. £43.50
R4744 Maunsell brake third 3563 in SR malachite green - Railroad Range (RRP £22.99). **BARGAIN**. .£9.50



R4902 Mk1 QPA BTU staff and dormitory coach ADB975574 in BR engineers yellow. .£31.50
R4903 Mk1 QXX BTU tool van ADB975613 in BR engineers yellow. .£31.50
R4921 Mk2F 'Aircon' BSO brake second open 9533 Intercity Swallow **NEW**. £31.50
R4920A Mk2F 'Aircon' FO first open 3295 in Intercity Swallow **NEW**. £31.50
R4920 Mk2F 'Aircon' FO first open 3387 in Intercity Swallow **NEW**. £31.50



R4919 Mk2F 'Aircon' TSO second open 5985 in Intercity Swallow **NEW**. £31.50
R4919A Mk2F 'Aircon' TSO second open 5988 in Intercity Swallow **NEW**. £31.50

Wagons

R6836 8 ton box vans in LMS bauxite - pack of three - railroad range. £21
R6924 LNER 20 ton 'Toad B' brake van E140580 in BR grey **NEW**. .£20

Oxford Diecast - Buses

76DC001 Duple Commander MkII - Southdown Motor Services. .£17



76PAN009 Plaxton Panorama - NBC Ribble **NEW**. .£17

Commercial vehicles

76SHT001 Scammell Highwayman Tanker Shell/BP. .£14.50

Oxford Rail - Steam locos

OR76DG009 Class 2301 'Dean Goods' 0-6-0 2308 WW1 Railway Operating Division khaki. .£102
OR76N7002 Class N7 0-6-2T 8011 in LNER black. .£98

Wagons



OR76BOOM03 BL 14 inch howitzer railgun "Boche Buster" **NEW**. .£51

N Gauge

Dapol - HSTs



2D-019-009 Class 43 HST 4-car book set in GWR Green. £160.89

Electric locos

2D-026-003 Class 86/2 86243 "The Boys Brigade" in Intercity Executive. £93.46

Wagons



2F-026-001 HIA aggregate limestone hopper 369008 in Freightliner green **NEW**. .£21.50
2F-026-002 HIA aggregate limestone hopper 369052 Freightliner green **NEW**. .£21.50

O Gauge (1:43 Scale)

Heljan - Diesel locos



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (RRP £599). **BARGAIN**. .£395



3750 Class 37/4 37401 "Mary Queen of Scots" in BR large logo blue yellow headcode boxes - Exclusive to Hatton's. .£549

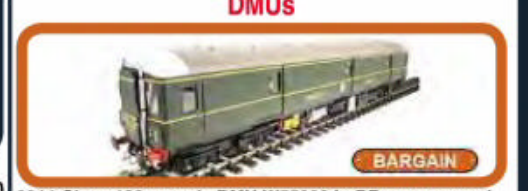


3751 Class 37/4 37408 "Loch Rannoch" in BR large logo blue black headcode boxes - Exclusive to Hatton's. .£549
3741 Class 37/4 in BR large logo blue - unnumbered. .£509.15



5288 Class 52 D1023 "Western Fusilier" in BR blue (RRP £599). **BARGAIN**. .£470

DMUs



8911 Class 128 parcels DMU W55993 in BR green speed whiskers (RRP £599). **BARGAIN**. .£295

Coaches

4933 Mk1 TSO second open in BR blue and grey - unnumbered. £169.50



What with the ground-breaking new series of trial main line DMU shuttles from Taunton to Bishops Lydeard, as highlighted in **Headline News** and on **News**, pages 26-27, the **West Somerset Railway** certainly seems to be the 'in' place to visit this summer! **Princess Coronation Pacific No. 6233 *Duchess of Sutherland*** passes **Cogload Junction** with the **Railway Touring Company's 1Z29 'The West Somerset Steam Express'** which left **Paddington** at 8am on **August 17**. **Somerset & Dorset 7F No. 53808** took the train on from **Bishops Lydeard** to **Minehead**. The junction, named after **Cogload Farm**, lies five miles east of the station alongside the **Bridgwater and Taunton Canal**. It is where the **1906-opened GWR London to Penzance line via Castle Cary** joins the original **Bristol & Exeter line** that runs via **Bristol Temple Meads**. A flyover was constructed in **1931**, turning it into a **flying junction**. **JOHN WHITEHOUSE**

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Shining brighter lights in the heart of Santa special season

MUCH of the phenomenal success of our heritage railway sector is down to inspiration and innovation way beyond the call of normal duty. Marvels have been worked by volunteers with the restoration and reopening of lines big and small on which steam and classic diesel-hauled trains can be run, but the movement has long since moved on streets ahead of that commendable goal.

Offering a 'simple' steam trip from A to B is for many visitors no longer the novelty that it may have been half a century ago, and while they in most cases will never please the diehard puritan enthusiast market, the core reason why heritage railways exist, it is the rich variety of add-on attractions with wider family appeal that provide much of the funds to keep them running.

Santa specials have for decades been a staple part of the annual timetable for most lines, many of which run Thomas the Tank Engine events, wartime weekends and vintage car, bus and road steam rallies also with great success.

However, it takes a rare moment of brilliance to devise a new species of popular event with similar impact. Those 60 seconds occurred at the Dartmouth Steam Railway last year, when officials worked out the means of importing the concept of illuminated Christmas trains from North America to one of the most scenic seaside railways in Europe, the spectacular sell-out end product giving 18,000 passengers a reason to visit Torbay well out of the traditional holiday season.

While the Dartmouth line aims to build on last year's

soaraway success to make its Train of Lights even brighter and better, the idea has now been taken up by four other 'Premier League' heritage lines for the coming festive period, as highlighted on pages 32.

The idea is not to replace the tried-and-tested Santa specials, but to supplement them, appealing to an audience that wants to enter into the Yuletide spirit at a literally sparkling event, but do not necessarily want to meet Father Christmas or travel to the North Pole, splendid as those offerings can be. The illuminated trains will offer a totally new dimension to the celebrations, and I suspect that more than a few lineside photographers will turn up eager to capture them in all their neon radiance as they steam through the darkest evenings of the year.

Yes, the GWR or LNER were never like this, but this is a modern innovation for the 21st century. I await with excitement to see how the concept manifests itself on the North Yorkshire Moors, North Norfolk, Severn Valley and Great Central railways with their unique landscapes. More importantly, the 'trains with lights' will no doubt boost their local economies through the added anticipated mass influx of visitors, and yet again underline the huge present-day importance of heritage lines to the prosperity of their localities.

If the huge amount of work that is inputted into lighting up these locomotives, carriages, stations and lineside tableaux again reaps rich dividends, and there is no reason to think that it won't, there will be many who will owe a debt of gratitude to the innovators at Paignton, hopefully for many Yuletides to come.

Robin Jones Editor

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Don Benn describes the performances by locomotives Nos. 35028, 35018 and 6233



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COVER: BR 8P No. 70000 *Britannia* is seen with the 'Emperor of the North' train at St Bees, Cumbria on August 14. The headboard belonged to the late Tony Kay, who was close friends with that day's driver of No. 70000. DAVID MART

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Great steam engineers of the pre-Grouping period: Part Ten 1910-1918

The first decade of the 20th century saw steam locomotive design progressing rapidly but, as Brian Sharpe outlines, the outbreak of war in 1914 brought different priorities for Britain's locomotive designers.

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Luggage and goods theme at WSR gala

THE West Somerset Railway's October 3-6 autumn steam gala will focus on the carriage of parcels, luggage and light goods passenger services between rural stations.

Scenes once commonplace at country stations, especially on classic seaside routes like the Minehead branch, which saw passengers' luggage arrive in advance and local produce loaded onto passenger trains, with porters seen wheeling trolleys of goods and parcels around stations in anticipation of the next arrival, are to be recreated during the event.

The first visiting locomotive for the gala will be a former resident, GWR 0-6-0PT No. 6412, the star of in the 1970s TV series 'The Flockton Flyer' that was filmed on the line, and which was later sold to current owner the South Devon Railway because the WSR needed more powerful locomotives.

Negotiations are underway for further visiting locomotives.

Council: Telford line is running too often

A PLANNING contravention notice has been served on the Telford Steam Railway (TSR) after local residents complained that the line was running outside permitted hours.

A residents group, Horsehay & Doseley Residents concerned about the TSR, which has been set up on Facebook, now has more than 100 members.

Previous planning consents came with conditions limiting the number of days that the line could operate each year, and the daily running times.

A Telford and Wrekin Council spokesman said that the local authority has received complaints from residents that the line is operating outside of its planning consents.

A planning contravention notice served on August 12, requires the railway to provide within 21 days information detailing the number, dates and times of trains that have operated so far in 2019, before any decision of potential further action is taken.

Immediate success for new Taunton shuttles

By Robin Jones

THE first main line DMU summer shuttles linking Taunton to the West Somerset Railway (WSR) have proved a resounding success, figures have shown.

Modern-day operator Great Western Railway's pioneering Taunton to Bishops Lydeard shuttles started on July 27 (see News, pages 26 and 27) and data from that day and the Saturdays of August 3 and 17 showed that more than 1000 people travelled on them, many coming from hundreds of miles away for the historic rides.

Patronage

West Somerset Steam Railway Trust chairman Chris Austin, who has been leading the Taunton shuttle project on behalf of WSR plc, said: "The first trial shuttle trains run jointly by Great Western Railway and the WSR have seen visitors flocking to West Somerset and Minehead from around the country.

"The new shuttles have brought rail visitors from no fewer than 50 main line stations all around Britain so far, ranging from as far away as Penzance to Newcastle-upon-Tyne!

"The first survey result figures just released by the railway show over 1000 visitors have travelled from Taunton to Bishops Lydeard over the three days the shuttle has been running so far, and last Saturday's figures show two thirds of these passengers going through to Minehead. Interestingly, around 13% of those visitors have said on survey forms that they have never been to the WSR before, while almost half (46%) were infrequent visitors.

"Visitors also came from Cornwall, Kent and South Wales, while most came from Bristol. One passenger travelled from Stone in Staffordshire to Stogumber just to visit friends!

"The shuttle trains are proving popular and the next ones run again on Saturday, August 31 and the

Saturdays of September 7 and 21 and October 5. You can book on the www.west-somerset-railway.co.uk website or pay on the train.

"For local people, the 10.05am WSR train departure from Minehead allows time for lunch or a spot of shopping in Taunton, before returning later on the 3.37pm train from the county town."

Charter train boost

"This boost for the West Somerset economy was in addition to the 400 visitors from a charter train from Paddington on Saturday, August 17, hauled by mighty LMS Pacific locomotive *Duchess of Sutherland* (picture, page 3). The special charter train was hauled on to Minehead by WSR-based 7F 2-8-0 No. 53808 from Bishops Lydeard, where the *Duchess* was turned and serviced and it then arrived in Minehead later in the afternoon ready for the return trip to London."



Lynton & Barnstaple Railway original coach No. 5 newly arrived at Woody Bay from Essex on a rain-soaked August 14. TONY NICHOLSON

Fifth original carriage at Lynton & Barnstaple

THE Lynton & Barnstaple Railway has added a fifth vehicle to its award-winning rake of rebuilt original coaches.

Coach No. 5 arrived at Woody Bay on August 14 and was placed in the shed where it will have couplings and vacuum brake gear fitted.

It will make its debut in traffic at the line's September 28-29 autumn steam gala – which will feature both replica original L&B locomotives.

The Welsh Highland & Ffestiniog Railways will again be sending Manning Wardle replica 2-6-2T *Lyd* to meet up with replica Baldwin 2-4-2T *Lyn*. It will be the biggest display of L&B engines and stock in

service since the line closed in 1936. No. 5 (Southern Railway No. 6364) was purpose-built for the L&B by the Bristol Wagon & Carriage Company in 1897. A composite vehicle, it incorporates first and third-class compartments. Like the other four original coaches now on the line, Nos. 7, 11, 16 and 17, it has been painstakingly rebuilt by members of the line's Essex group over several years, and delivered from there.

In February 2018, the Heritage Railway Association's Morgan Award for Outstanding Achievements was awarded to the L&B for *Lyn* and the restored carriages.

Euro grant set to keep Havenstreet events dry

THE Isle of Wight Steam Railway has been awarded £116,000 to build a 360sq m all-weather barn at its show field at Havenstreet station.

The European Agricultural Fund for Rural Development gave the grant towards the £300,000 cost of the structure at the venue, which has been used for 45 years to stage events including the Island Steam Show, 1940s Experience, Island Real Ale Festival and Island Motor Show.

Long-held ambition

The barn is set to be completed by May next year and will allow the railway to introduce new events all the year round and exhibitions that need to be held indoors.

Railway chairman Peter Conway said: "A constant challenge is the weather. Our solution has been to use marquees. This has served us well, but to expand our tourist season and visitor experience a permanent structure has been our wish for many years."

NRM staff vote to strike over pay dispute

STAFF at the National Railway Museum will walk out on strike on August 30 in a pay dispute.

Prospect union members in the Science Museum Group also voted to take "action short of strike including work-to-rule and the withdrawal of goodwill" from August 24-29 including the bank holiday weekend.

The union's negotiations officer Sharon Brown, said: "Our members love their jobs but they cannot continue with real terms pay cuts.

"SMG has left us with no option but to strike.

"I'm sure that most SMG visitors will be astounded at how poorly its staff are paid. These are major attractions. It's a travesty that they refuse to pay the living wage."

A SMG statement said: "The overall pay settlement represents a 2.7% increase in salary costs, which we believe was a reasonable offer.

"All colleagues received an increase of at least 1.5%. We offered up to 6.9% for those on the lowest salaries."

Computer technology deciphers Brunel's 'scrawl'

BARELY-LEGIBLE handwriting by GWR engineer Isambard Kingdom Brunel is now being read by computer.

After a team of researchers at the SS Great Britain Trust in Bristol, many of whom are volunteers, spent years trying to decipher Brunel's 'almost impossible to read' documents, they are now being scanned into a computer that is being trained to read them.

It is using Transkribus software developed by the University of Innsbruck in partnership with University College London, which learns the author's handwriting quirks. With his writing in late life, the computer needs to have a database of at least 15,000 words. So far, the computer has been able to read 65% of Brunel's words.

The trust's Nick Booth said: "It's hugely sped up the task. We're learning new bits about his life. There's so much to unlock."



Oozing atmosphere: In a timeless scene, new GWR Saint 4-6-0 No. 2999 *Lady of Legend* takes pride of place in the shed at the Didcot Railway Centre during a TimeLine Events photographic evening on August 17. ROBERT FALCONER

Teenage boys sentenced after wrecking Stamford model railway exhibition

THE parents of each of three 16-year-old boys who went on a drunken early-hour wrecking spree inside Market Deeping Railway Club's exhibition at a school in Stamford, Lincolnshire, have been ordered to pay £500 compensation.

The three boys, who were on a night out before sitting their exams, and who cannot be named for legal reasons, were each handed 12-month referral orders when they appeared at Lincoln Youth Court and pleaded guilty to criminal damage at Stamford Welland Academy on Saturday, May 18. The court heard that items worth £30,000 were damaged.

At the hearing on August 19, each set of parents was also ordered to pay £85 prosecution costs and a £20 victim surcharge.

The sentencing of a fourth 16-year-old, who also pleaded guilty to criminal damage, was adjourned until September 2.

The court heard that the teenagers kicked open the doors to the sports

hall where the exhibition had been set up to be held later that day so they could play football inside. They smashed hand-built locomotives, including one which had taken 36 years to build, and also threw parts of the layout displays at the wall.

Police were called to the school after an alarm went off and called out a dog team before going inside.

One of the boys' defence solicitors said they were "in drink", which may have "impaired their judgment".

Wanton destruction

Presiding magistrate John Lock said: "The hurt can never be compensated for. In nearly 20 years on the bench, I cannot recall such a case as this of mindless, wanton destruction. It beggars belief."

He said that the court had powers to impose only a referral order or custody. The boys had no previous convictions and told them: "It wouldn't be right to send you to custody. You all have good futures.

It is right that you make best use of them."

Following the vandalism, club chairman Peter Davies said: "The youngsters were attacking with hammers. They were playing football with model locomotives. We even found a box containing wagons and carriages thrown up in a basketball ring.

"One hammer had been used so hard the handle was broken and the head had flown off."

An online fundraising page, which was originally set up to raise £500 for the club, received more than £107,000 in donations from as far away as Australia and Japan, after pop star Sir Rod Stewart's gift of £10,000 to the club made global headlines. Presenter Jeremy Vine also contributed.

Peter said that the "enormous" amount of money raised would go to a charitable trust now being set up to establish youth projects, including railway modelling.



The Talylyn Railway ran its Late Night Steam event over August 10-11. Hughes 0-4-2ST No. 3 *Sir Haydn* is seen at Tywyn Wharf preparing to work the 11pm departure for Nant Gwernol on Saturday, which arrived back in Tywyn by 1.17am. KENNY FELSTEAD

Volunteers sail towards Helston

THE Royal Navy has been helping Helston Railway volunteers lay a quarter-mile extension past Truthall Halt along the original route of the GWR branch towards the town.

To help clear undergrowth on the old trackbed, a team from nearby RNAS Culdrose volunteered to help.

Lieutenant Chris Ashdown said: "This was something we were really keen to do, where we could work with a charity and in the community."

Management changes afoot at the Mid-Hants Railway

By Gareth Evans

MAJOR changes are underway at the Watercress Line, including for the boards of both the Mid-Hants Railway Preservation Society Ltd and Mid-Hants Railway Ltd (previously the Mid Hants Railway plc).

It follows the resignation of general manager Jason Houlders, who took up the role in July 2018. According to Companies House, another managerial departure is Michael Robert Mitchell, who resigned as a director of the Mid-Hants Railway Ltd on August 13.

Confirming that his last working day in the role would be August 29, Jason said: "I am grateful for the support of staff and volunteers – they're a fantastic team here. I hope

they're given the opportunity to develop and grow the railway. Their support has been very humbling. It was a tough decision for me to make. Through this role I have developed some great friendships."

Railway reaction

In a statement, the MHR said: "Following the news that Jason Houlders had tendered his resignation, the boards have jointly been considering how best to run the railway. It is recognised that there has been a lot of concern about how the railway would be managed whilst a search for a new GM was undertaken.

"The boards are pleased to be able to announce that a number of people have stepped forward to assume responsibility for various key areas

of activity undertaken currently by the GM.

"Initially, this group will include Simon Baggott, Roger Burt, Ollie Egan, Liam Kenchenten, Richard Lacey, Stewart Legg and Jim Russell.

"A number of changes to both boards will be announced over the coming weeks as they are reorganised to better meet the immediate and future challenges. There will be some new faces and the loss of some old ones. We thank the outgoing directors and trustees for their time and efforts over many years. Every one of them has contributed their utmost to the railway we all love.

"There are very significant challenges facing the railway. Difficult decisions lie ahead that will

not be universally popular. Whilst the actions being taken are bold, they add a huge wealth of experience to the management of the railway.

"The intent is to use this model to continue to broaden this experience base available, not just now, but in the future to the boards and the railway."

Broadening the base

"We appreciate that this may seem to be a significant amount of change, and it is. However, the objectives are to broaden the base of people managing critical tasks for the railway, provide expert advice to the board, and establish a stable platform for the future.

"Further announcements will be made in as timely a manner as possible."

September date for *Rocket* debut at NRM

By Robin Jones

STEPHENSON'S *Rocket* is to make its public National Railway Museum debut on September 26, in a new exhibition entitled *Brass, Steel and Fire*.

The event will mark the start of a 10-year loan period in which the 1829-built Rainhill Trials winner will eventually form the centrepiece of the museum's redeveloped Great Hall, part of the museum's £55-million Vision 2025 masterplan.

The arrival at York of *Rocket*, which has been displayed at the Science Museum in London since 1862, marks the end of its nationwide tour, in which it was first displayed in Newcastle for the Great Exhibition of the North, and more recently at the Museum of Science & Industry in Manchester.

Transporting *Rocket* just 70 miles from Manchester to York by road will take four days and be overseen by a team of conservators. Housed in a special protective crate, its high chimney will be removed and then it will be carefully reattached before the exhibition opens to the public.

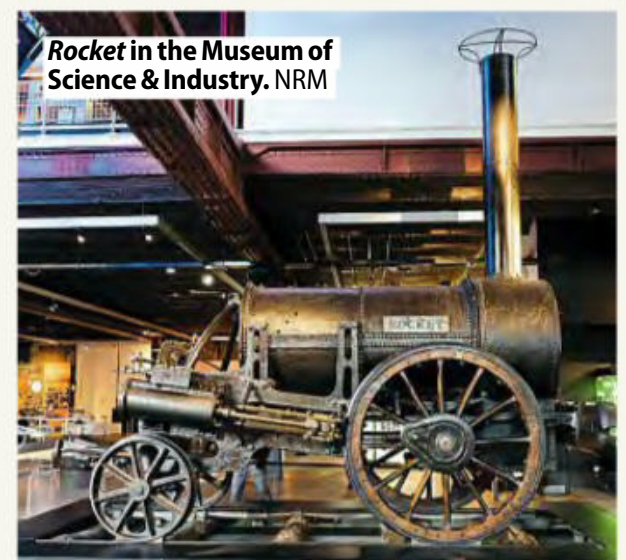
Once at York, *Rocket* will be installed in a

purpose-built room in Station Hall alongside the museum's collection of royal carriages.

The exhibition will tell the story of the first 100 years of railway models. In the early days of steam railways, engineers made small but mechanically accurate models of new locomotives to test their designs before constructing full-size versions. Accordingly, many priceless models of historically important engines remain, despite the full-size originals being lost to history.

Ahead of the Rainhill Trials, designers George and Robert Stephenson had no time to build a model and so *Rocket* became the ultimate full-size model to test out the latest locomotive technology of the time.

Other highlights of the *Brass, Steel and Fire* exhibition include the world's oldest working model steam engine made in 1836 by Thomas Greener, aged just 16 years. He became an engineer after working as an apprentice at Shildon Works under Timothy Hackworth. The model is based on a full-size stationary winding engine that would have been used on the Stockton & Darlington Railway to haul coal



wagons up steep hills. The exhibition will also include a very early example of a working toy engine named *Pilot*.

After leaving York, the exhibition will travel to the Science Museum in London – but *Rocket* will remain in York as a star attraction.

→ Next month's *Heritage Railway* will include *Rocket*, a free DVD looking back 190 years to the Rainhill Trials, and the impact the locomotive made on the future of world transport.

Alton reopening to miss Mid-Hants Railway autumn gala

THE Mid-Hants Railway's October 18-20 autumn steam gala is to feature a 100% home fleet line-up – but trains will not return to the full length of the route between Medstead and Four Marks to Alton in time, officials have confirmed.

SR Schools 4-4-0 No. 30925 *Cheltenham* is set to operate in its new BR lined green livery; Urie S15 No. 506 is to make its first gala appearance since its return to traffic on June 2; and the event is also likely to be the final gala fling for 9F

No. 92212 before the expiry of its boiler certificate at the end of the year.

There will be tours of the engineering facilities at Ropley, a real ale bar on one of the train sets and the opportunity to ride in the Queen Mary brake van on the demonstration freight train.

Originally hoped for completion by the end of July, the replacement of Bridge No. 51, more commonly known as 'Butts Bridge', which lies

on the approach to Alton, is now not expected until the end of October.

Prior to the commencement of backfilling, further remedial work is required and there has been an adjustment on the sub-contractor front, resulting in a further delay.

Volunteers have been making the most of Alton station's temporary closure – with improvements including repairs and repainting around the station, plus the refurbishment of the water column.



The pressing of the tender wheels for the £5 million new-build Gresley P2 No. 2007 *Prince of Wales* underway at South Devon Railway Engineering in Buckfastleigh on August 8. A1SLT



The Isle of Wight Steam Railway's September 13-15 mixed traction gala is expected to be the penultimate event in which Adams 02 class W24 *Calbourne* will perform prior to its withdrawal for overhaul. The 0-4-4T is seen at Ashey on July 23, working the 3.44pm Smallbrook Junction to Havenstreet service. The locomotive's final appearance on its current ticket is set to be during the September 28-29 Four Island Classes gala. CHRIS GEE

Railways embrace Heritage Open Days programme with host of free events

By Gareth Evans

RAILWAYS across the country are taking part in Heritage Open Days, a programme of free events taking place on September 13-22.

The Middleton Railway will offer tours of its historic site, on the line where the world's first successful, load-hauling steam locomotive ran in 1812. The tours will run hourly on September 14-15 from 10am to 3pm. There is no need to book.

Under the banner of 'Works Outing', an intensive service of passenger and mixed trains will run over the whole line, including the little-used Balm Road branch.

Visitors to the Lincolnshire Wolds Railway on September 14-15 will be able to see behind the scenes at Ludborough station. While the site will be open between 11am and 3pm, no trains will be running.

Talks and exhibitions

The Mid-Hants Railway is holding two events. On Friday, September 20, Dr Becky Peacock, outreach and interpretation officer, who is also project supervisor of the *Canadian Pacific* Project, will give a talk between 2.30pm and 3.30pm about the history of the line at The Winchester Discovery Centre, Jewry Street, Winchester, Hampshire SO23 8SB.

Dr Peacock's lecture will look at the railway from its opening in 1865 through to its closure and near extinction in 1973, its reopening in stages as a heritage line from 1977, and explore why the railway became affectionately known as the

Watercress Line. Booking online at <https://tinyurl.com/MHRtalk200919> is required.

Free tours of the engineering hub at Ropley will be on offer over the weekend of September 21-22. Participants are asked to meet on platform 2 at 11.30am, 12.30pm, 1.30pm, 2.30pm and 3.20pm. Booking is not required.

Cambrian Heritage Railways (CHR) is organising a number of free events around the Heritage Open Days programme on September 14-15.

An exhibition commemorating the arrival by train of wartime evacuees to the Oswestry area from Birkenhead is to be held in the station building. Photographs and artefacts will be on display showing how the railways were a central part of operation 'Pied Piper', the organisation of removing children to safety from the bombing of urban areas.

The Grade II-listed Oswestry South signalbox will be open for viewing from 11am and 4pm on both days, and a vintage bus is also booked to connect CHR's Oswestry and Llyncllys operations.

In addition, the Cambrian Railways Museum will be open on both days. Housed in Oswestry's historic 1860s good shed, it is home to a collection of memorabilia associated with the railway system operated by the old Cambrian Railways Company and its successors.

A British Transport films night is to be held at Oswestry station building at 7.30pm on September 14. The line-up is set to include *Men of the Footplate* and *Electric Services of the LMS*.

The Tallylyn Railway is offering behind-the-scenes tours of Pendre Works on September 14. Booking is required by emailing events@tallylyn.co.uk for the free tours. Lasting around an hour, the tours will encompass the running shed, engineering facilities, carriage sheds and block post. Participants will be transported by train each way from Tywyn Wharf station – no direct access is available to the works. There are two available tours – 10.30am and 2pm – with a limit to 20 people per tour.

Workshop tours

The Isle of Wight Steam Railway will give free entry to Havenstreet station on September 13-15 during its mixed traction event. Tickets for travel behind steam and diesel can be purchased either on the day or beforehand online at www.iwsteamrailway.co.uk or by telephone on 01983 882204. Complimentary guided tours of the locomotive workshops will be available on September 14-15.

The Stephenson Railway Museum and North Tyneside Steam Railway in North Shields, Tyne & Wear are offering complimentary behind-the-scenes tours and steam train rides over September 14-15.

Booking for the tours, which will take place on the Saturday only, is essential. Email info@stephensonrailwaymuseum.org.uk or call 0191 200 7146. Trains are set to run on both days.

➔ **More details about Heritage Open Days can be found at www.heritageopendays.org.uk**



CHR volunteers stand proudly at the cattle creep (bridge 51), a mile from Oswestry. The bridge structure has already been overhauled. This ballast train was hauled by resident Barclay 0-4-OST No. 2261 of 1949.

ROB WILLIAMS/ CHR

Cambrian railway advances its next quarter mile

CAMBRIAN Heritage Railways (CHR) has made further progress on extending its operational stretch of railway at Oswestry.

As reported last issue, the development comes after CHR opened a 295-yard extension under Gasworks Bridge, removing the last major obstacle to running trains to Weston Wharf.

Passenger trains from Oswestry now terminate at the occupation crossing alongside Travis Perkins.

CHR general manager Rob Williams said: "A further quarter of a mile from the occupation crossing to the cattle creep is nearly ready. This has been relaid with second-hand concrete sleepers, used the old rail and base ballast supplied by screening the formation's old ballast. This now only requires the final levelling and the ballast to box in."

On August 8-9, a working party put in place the final three track panels from the occupation crossing alongside Travis Perkins to join up with the aforementioned quarter of a mile section, paving the way for the commencement of works trains.

While the ballast trains have mainly been handled by Vulcan Foundry 0-4-ODM *Telemon*, steam power came in mid-August when Barclay 0-4-OST No. 2261 of 1949 powered one trip.

Rob added: "The accommodation crossing is being finished off with signage, fencing, crossing surface and so on."

"We have no confirmed date for opening to passengers of the next section to the cattle creep. Once open however, this will push the CHR's Oswestry operation through the one mile-long barrier."

"This then leaves roughly three-quarters of a mile of trackwork from the cattle creep to Weston Wharf. Sleepers are at hand for part of this. Work will focus on this section over the winter period."

Trains are running on September 14-15 and 21-22. Volunteers and donations are welcome.

For more details, visit www.cambrianrailways.com or email volunteering@cambrianrailways.com or telephone 01691 728131.



Above: The three-car Merseyside Class 503 unit is seen alongside 4-SUB (Class 405) set No. 4732.

Right: Wickam trolley PWM 3956 proved to be another star attraction, becoming something of a 'photo booth', with people of all ages either posing in front or sitting onboard.



A museum in the making

Words & pictures by Gareth Evans

THERE were smiles all-round in a corner of Margate over the weekend of August 17/18 as the doors were opened to Hornby's spiritual home. Members of the public could view for the first time a collection of standard gauge rolling stock which is housed in the cavernous former Tri-ang Hornby factory warehouse alongside the model manufacturer's recently refurbished visitor centre.

The undoubted star was Gresley A4 Pacific No. 4464 *Bittern*, which has been stored there since last year. Other rolling stock included Mid-Hants Railway Preservation Society-owned 'Black Five' No. 45379; Class 47 No. 47841 *The Institution of Mechanical Engineers*; the former Crewe breakdown crane ADRC96719; ex-Coventry Electric Railway Museum-based 4-SUB (Class 405) set No. 4732; and 1938-built three-car Merseyside Class 503 unit, formed of vehicle Nos. 8690, 29720 and 29289. Also present were two carriages – NER officer's saloon No. 305 and

GWR special saloon No. 905 – plus Wickham trolley PWM 3956.

Known as The One:One Collection and billed as 'a museum in the making', the full-size stock is part of Locomotion Storage – and according to the brochure distributed at the event, plans are afoot to enhance the displays. It states: "Soon they will be joined by other important locomotives, rolling stock and memorabilia, including large-scale models. On our specially reconfigured mezzanine floor, you'll have the opportunity to get up close to other exciting exhibits from the worlds of transport and engineering. You'll go from small-scale to real-life viewing."

"It's been worthwhile for us coming here to promote our railway. I'm confident we've picked up some business. If Hornby repeats this event, we would be interested in attending."

Swanage Railway Trust-owned SR bogie van S2464S is expected to move to Margate in September. Currently based at Locomotion, Shildon, the van carried Churchill's coffin after the state funeral on January 30, 1965.

Success

Other attractions during the open weekend included a display of the finalists from Channel 5 TV's *The Great Model Railway Challenge*, alongside a selection of international layouts covering numerous gauges.

Simon Kohler, Hornby Hobbies' marketing & product development director said: "Hornby's been here since 1954. Different management decided to leave the building and

sell it. It was later bought by Jeremy Hosking. When the management changed again, we believed Hornby should move back from Sandwich.

"Jeremy Hosking has a real passion for railways large and small. Over the years, he's had excellent connections with Hornby. With the help of Frank Martin, CEO of Locomotion Storage, he couldn't have been more obliging when approached about Hornby returning 'home'.

"It was logical we would form an association to produce models of the The One:One Collection. Hence *Bittern* and the 'Black Five', which is a visitor, have been reproduced in '00' scale – with just 1,000 models of each.

"It seemed like all the elements came together to hold this event. Earlier in the year, it was suggested we hold an open weekend to celebrate not only the return of Hornby to Margate but also to allow visitors to have access to the Hornby site where they could see some of the latest models – as well as visit the wonderful collection housed at Locomotion Storage.



Class 47 No. 47841 *The Institution of Mechanical Engineers*, which arrived only two days before the event, is seen with Cowans Sheldon 50ton breakdown crane ADRC96719.



Representing the Bluebell Railway were Dave Suart and Len Walton.



The star of the show: Gresley A4 No. 4464 Bittern, complete with its two tenders.

"All the effort has certainly been worth it. We live in exciting times here. Personally, I am genuinely excited about what the future holds!"

Asked how the event had performed, Tim Muhall, Hornby's chief operations officer, replied: "We sold 700 tickets online for each day and targeted 1000 visitors for each day. It's the first event we've held here and despite not really advertising it, we're delighted with the response."

Asked whether the event would be repeated, Tim said: "It's in the hands of Jeremy Hosking. I would be keen if he is."

Preservation groups

Several heritage railway groups from across the south of England were present with stands – including the Bluebell Railway, the Network SouthEast Railway Society and the Southern Electric Group.

Mid-Hants Railway retail consultant Chris Knights said: "We've had a great day. It's a brilliant idea to bring it all together – the shop and visitor centre, the model exhibition and the full-size rolling stock. To be able to get up close to a locomotive, especially for children, is brilliant. When they visit a heritage line, they're normally on a platform, so they only see the upper half and may not appreciate the enormity of our locomotives."

"We've had plenty of interest and



Mid-Hants Railway Preservation Society-owned 'Black Five' No. 45379 is stored undercover awaiting its turn in the overhaul queue.

have even signed up a new volunteer. I hope this event will be repeated!"

Spa Valley Railway chairman Jon Nye echoed the positive sentiment: "It's been worthwhile for us coming here to promote our railway. I'm confident we've picked up some

business. If Hornby repeats this event, we would be interested in attending. This building offers huge potential."

Also present was a friendly team from British Transport Police, educating visitors on the use of crossings and rail safety in general.

The Hornby Visitor Centre, which has exhibits charting the history of Hornby and the other brands included under the Hornby Hobbies' umbrella, is open daily 10am-4pm.

→ Additional photos and video can be found at www.therailwayhub.co.uk.

Llangollen Railway: two-year plan to reverse record losses

By Robin Jones

LLANGOLLEN Railway officials have taken major steps to tackle a record £330,601 loss which the line made last year.

According to results posted at Companies House, the railway's plc is shown as making a loss of £269,657 in the financial year, compared to one of £31,432 for the year before.

The loss before tax of £330,601 was nearly tenfold that of £35,239 the previous year. Turnover fell from £2,191,296 to £1,972,606 but expenses rose from £828,550 to £965,372.

However, recently-appointed general manager Liz McGuinness said: "The side of the business that has caused us to make a loss is the performance of our engineering division. These issues did not become known until late November of 2018. When we were aware that there was an issue, we started to put plans in to place to try to mitigate the situation as much as possible.

"Unfortunately, due to gross under-quoting on two major projects, it meant that we could not avoid the loss in 2018.

"We are working towards rebalancing the business and changing the structure in our engineering department to prevent this from happening again.

"We have a clear strategy in place to help us move forward. Part of this strategy is putting a general manager back in position who will have day-to-day contact with all departments.

We have a new chief mechanical engineer who will make the relevant changes within the engineering department and who has a wealth of experience to share with the team.

"There will be tighter financial control across all aspects of the railway and we will continue to work with an independent financial advisor. We aim to upskill our operations in the coming weeks and months to establish best practice across all areas."

Liz added: "The day-to-day operation of the railway is thriving. We are getting large numbers of tour parties, our weddings are increasing

and the special events are proving to be a great success. We plan to develop these events and increase the educational aspects for schools. The general footfall of passengers is also increasing.

"With the opening of our new station at Corwen not far away, we have a lot to be positive about.

"As a railway, we keep a very close eye on safety; we will be focusing on the training and competency of all staff and volunteers. We have recently had a visit from the Office of Rail and Road (ORR) and we came out of that in reasonably good health, which is

another positive for the railway.

"We must turn our business around within the next two years by improving our revenue and cutting our costs where we can. We need to build on our business and increase our potential markets. We must do all this whilst operating in a fully compliant manner to satisfy the ORR.

"More than anything, we must look to the future, be positive, gain the support of our members and shareholders. We have had an exceptional response from a letter we sent to our shareholders and members."

Main line ticketing to boost Llangollen visitors

THE Llangollen Railway has welcomed a visit from a director of the main line railway operator who wanted to see how the heritage line works by comparison.

Lee Robinson, North Wales development director at Transport for Wales, was given a ride in the cab of visiting Class 31 No. 31271 to Carrog, before being taken to view the progress being made on the new Corwen Central station.

There, Lee was able to see the work underway to install the columns for the canopy over the subway access area and the preparations to complete the surface area of the platform in readiness for paving. He was also able to see work done there by volunteers with the efforts of



Lee Robinson alongside Class 31 No. 31271. LR

Network Rail to reopen the Conwy Valley line after it was closed by flooding (Main Line News, pages 56-60).

Lee said: "We understand the social, economic, environmental and cultural benefits of the railway and these improvements will attract more visitors and allow

them to leave their car at home to experience a fantastic day out."

He said after his trip aboard No. 31271: "Riding in the cab was a wonderful experience and you get to take in the journey, the engine and the spectacular views all in one go."

He met the line's general manager Liz McGuinness and they discussed how better connections can be made between main line services at Ruabon and Llangollen to encourage more visitors to come by train and use the bus connection.

Liz said: "The Llangollen Railway is looking forward to working with Transport for Wales on a joint ticketing venture after we both agreed that it is imperative to enhance the public transport facilities for visitors to Llangollen."

East Lincs closure 50th anniversary

AN exhibition commemorating 50 years since the East Lincolnshire line from Grimsby to Spalding via Boston closed is being staged in the Visitors' Centre at Batemans Brewery in Wainfleet, Lincolnshire, until October 4.

It includes a display of relics from the East Lincolnshire lines, plus talks, film show, a schools' poster competition, a railwayana auction, authors' book signings, a gathering of former railway staff and a railway study day. Details are at www.ELR50C.co.uk



Peak Rail's successful August 10/11 mixed traffic gala featured two visiting locomotives – Lambton 0-6-2T No. 29 from the North Yorkshire Moors Railway (pictured, page 94) and Foxfield Railway-based Beyer Peacock 0-4-0ST No. 1827, which is seen heading a demonstration freight train on August 10. 'Black Five' No. 45231 The Sherwood Forester was unable to get main line clearance to travel to the gala, but has been booked for next year's event and Class 25 D7659 was unable to run because of technical issues, according to a Peak Rail statement.
MARTYN TATTAM

Paul Conibeare leaves West Somerset

By Robin Jones

PAUL Conibeare has resigned as general manager of the West Somerset Railway.

His departure follows his earlier suspension on July 18, which saw WSR plc deputy chairman, former managing director, Mark Smith return to the role on an interim basis.

A statement released by WSR plc chairman Jonathan Jones-Pratt on August 1 read: "The railway wishes to announce that Mr Conibeare has decided to leave the railway from July 31.

"Mr Conibeare started with the railway in 1983 and has held a number of posts, latterly as general manager. Mr Conibeare has decided that the time was right to move on to new challenges and we wish him well."

Paul was previously managing director of the Bure Valley Railway until 2002.

Accounts deferred

Meanwhile, in a separate event, at WSR plc's extraordinary general meeting on August 10, a motion to amend the Memorandum of Articles Association so as to defer publication of the company's accounts until a later date, probably early December, was passed by an overwhelming majority of the 102 shareholders present.

The reason for asking for the publication to be deferred was so that this summer's trading figures can be looked at by both the directors and auditors alongside last year's 15-month loss-making accounts in order to demonstrate that the business can continue as a going concern.

Recovery

After the resolution was clearly passed, the meeting also received two-and-a-half hours of presentations from all of

the directors and advisors, about what was being done to help get the railway back on track, especially with regards to infrastructure, with a major track refurbishment planned for the coming winter. The Rail Renewal appeal stands at £80,000 of the £250,000 target set for this year.

Jonathan outlined the very serious financial situation the WSR was in last year, which placed it at risk of insolvency, and stated that the 2018 accounts would make for dismal reading when finally published.

However, the meeting was told that the threat to the WSR is now diminishing thanks to some drastic cost-cutting measures and prudent management of resources, and the railway had not had to use its overdraft facility.

Core steam operation

Jonathan said that the vote to defer publication of the accounts was, in effect, "the start of the recovery process." He added: "After analysing and identifying the peaks and troughs of WSR train services this year, the train timetables will be different in 2020 going forward so that we avoid being busy fools running empty trains.

"A budget is being created to generate a surplus to invest back into the railway, and the end result will be a better railway which allows for both steam and diesels to operate, but the WSR will always be a core steam railway operation."

Mark Smith had told shareholders before the vote that they were facing a stark choice because the 15-month accounts were so poor that publication now could well kill the railway off as a going concern. He told shareholders: "If we get it right today, then we will have a railway going forward. However, if we get it wrong, then we'll have a cycle track – it's that simple."

Special Metropolitan line trains to Amersham from Wembley Park

LONDON Transport Museum is to run a locomotive-hauled heritage train over the Metropolitan line on September 7/8.

Metropolitan Railway Bo-Bo electric No. 12 *Sarah Siddons* and a Class 20 diesel will haul the museum's 1950s BR 4TC on trips between Wembley Park and Amersham, and from Amersham to Harrow-on-the-Hill.

At Amersham, costumed

characters will bring the Fifties to life, while a pop-up museum shop will be selling Metropolitan line-themed gifts.

On the Sunday, vintage buses will take passengers from the station to Amersham Old Town where the annual Heritage Day is taking place.

For more information or to book tickets visit www.ltmuseum.co.uk



Zillertal U class 0-6-2T No. 2 *Zillertal*, newly-arrived at Welshpool on August 13 for a two-year loan – its journey by road completed minus its chimney to keep it within loading gauges. PETER MALIM/WLLR

Much to do at big Welshpool bonanza

THE Welshpool & Llanfair Light Railway's big August 30-September 1 annual gala will feature a steam-hauled service with *Countess* and *Joan* in action, plus heritage diesels on short-turn services.

There will be a visiting pump trolley from the Sittingbourne & Kemsley Light Railway, and locomotives *Monarch* and *Dougal* on static display.

At Welshpool Raven Square station, there will be a miniature railway offering rides and a model railway exhibition, with a display by the Mid Wales Classic Car Club on the Sunday only. At Llanfair Caereinion, there will be a new 'pop-up museum', displays of model engineering, a 16mm steam model railway and the 'Welshpool Cattle Dock Timeline', plus visiting vintage vehicles and traction engines

and a Saturday night photographic session. Also at Llanfair, there will be a display by the Friends of the Sierra Leone National Railway Museum, a real ale bar on the Friday evening, Saturday and Sunday and musical entertainment on the Saturday.

Sadly, the railway will not be able to complete fitness to run work and testing for visiting Austrian Zillertal U class 0-6-2T No. 2 *Zillertal*, as reported in our last issue, before the gala. *Zillertal* will, however, be part of the workshop display along with newly-rewheeled No. 699.01 *Sir Drefaldwyn*.

On the Saturday only, there will be a classic bus service from the car park by Welshpool's Tourist Information Centre to both Raven Square and Llanfair Caereinion stations.



John Savery's Polish Type 0-8-0T No. 5485 is back on the Nene Valley Railway after being withdrawn from service for overhaul in 2012. Amongst other work, the 1959-built locomotive has been fitted with a new boiler manufactured at Bill Parker's Flour Mill workshop at Bream in the Forest of Dean. It will first undergo running-in and any necessary repairs that may come to light before reentering traffic. JOHN SAVERY

A lifelong ambition realised!

Words and pictures by Bill Parker

TRULY a dream come true! Having lived and worked in the United States, and seen several Big Boys in museums, when Union Pacific (UP) decided to restore No. 4014 for the 150th anniversary of the Transcontinental Railroad I had to see it, and where better than in rural Wisconsin, a delightful mid-western state that I have known for nearly 50 years.

In July UP organised 'The Great Race Across the Midwest', taking No. 4014 from its base in Cheyenne, Wyoming as far north as Duluth, on Lake Superior, then down across Wisconsin on former Chicago & North Western (CNW) tracks to Chicago, before returning home westwards across Iowa and Nebraska.

UP published an excellent schedule and I chose to head for Adams, Wisconsin, formerly an important point on the CNW main line from Chicago to Minneapolis-St Paul, half way between the two. Indeed, the concrete skeleton of the coaling plant is still there.

This was the route of the '400', inaugurated in 1935, which did the just over a 400-mile route in a little over 400 minutes. According to Time magazine, it was: "the fastest train scheduled on the American Continent and the fastest in all the world on a stretch over 200 miles."

Adams was less than an hour from my friends' house, which is within



The ultimate linesiders' dream: No. 4014, the only operational Big Boy out of eight survivors of the original class of 25, leaves Adams beneath a cloud of smoke.

a few minutes of the Mid-Century Railway Museum in North Freedom, Wisconsin – home of a wonderful collection of wooden passenger carriages but, alas, without a working steam engine for over 10 years. Don't believe that internal politics are only a problem in British railway preservation!

The train was due to arrive in Adams after midday, so an hour or so before I found a spot out in the countryside, a rural level crossing that gave the chance to see it three-quarters on with the sun behind me. Evidently I made a good choice because despite being 'in the middle of nowhere' quite a few people were there, some having travelled up to 100 miles!

Whistling almost continuously, with that classic, sad, moan, No. 4014 duly appeared, and I watched it and its long train just as I admired trains 60 years ago – not through a viewfinder but as a spectacle before my eyes. It was nothing short of miraculous – words aren't enough to describe it.

I was brought down to earth when I drove into Adams in a long queue of traffic, and of course when I finally made it to the yard, the public were being kept well away from the engine, for perfectly understandable reasons.

Worse, the sun was behind the engine, and it was impossible to get a picture, so I decided to trespass into

the property on the other side of the railroad, from which I could see the locomotive much better. Until, that is, the Adams police chief arrived, when it became obvious why nobody else was doing it! Luckily, my English accent got me off with a warning, not for the first time in the USA.

The crowds were very enthusiastic – a mixture of older 'railroad buffs' and young families – lots of them! And just regular people – this was the biggest thing that had happened in Adams for a long while. Most photogenic were a large group of Amish, dressed in their simple clothing; the men with braces, the women with bonnets, and the children awe-struck – like the rest of us.

Of course I returned the following morning to see No. 4014 depart in the direction of Milwaukee. The sun was now in the right place, the crowds were enthusiastic and the locomotive did not disappoint. All you could ask for in terms of colour, sound, smoke – atmosphere in every sense of the word. This time however, I did take pictures!

The locomotive is all I had hoped for and more – as a spectacle; as an engineering achievement; and as a living, 'breathing' thing. Well done Union Pacific and well done America.

→ Bill Parker is the founder and owner of acclaimed steam locomotive restoration base The Flour Mill workshop at Bream in the Forest of Dean.



Below: All set: November, 1941-built No. 4104, now the largest, heaviest, and most powerful operational steam locomotive in the world, ready for departure from Adams. Inset left: Adams, a Chicago North Western Railroad town.





Biggest in the world and doesn't it let you know it: Union Pacific articulated Big Boy 4-8-8-4 No. 4014 departs from Adams, Wisconsin, on July 25.



Amish men, members of a group of a traditionalist Christian church fellowship, turned up to watch the spectacle that is No. 4014. The Amish are known for their plain attire: the men wear solid coloured shirts, broad-brimmed hats and suits that signify similarity amongst one another.



Big Man standing firmly in the way to stop errant fans of the Big Boy getting too close: the Adams police chief means business.





Right:
10.53am
– and it is
already 42°C
in the cab of
No. 5526.

Left: By
4.46pm, the
carriages
are stalled
and a thirsty
No. 5526
takes on
water at
Princes
Risborough.



From the footplate: Princes Risborough track buckled as the UK hit a new record high temperature

Words and pictures by Phil Marsh

THE Chinnor & Princes Risborough Railway (CPRR) like many other heritage lines, operated an advertised service on July 25, the day when a new temperature record was set in the UK. And not only did driving a steam engine prove far hotter than normal for the footplate crew, but the track buckled in the heat!

The footplate crew on GWR prairie No. 5526 at Chinnor added a thermometer to the usual footplate kit to see what the ambient temperature might reach.

Signing on at Chinnor at 7.15am, the thermometer read 23.2°C on No. 5526's buffer beam – and the mercury rose rapidly. Three hours later it read 31°C, while in the cab at 10.53am, it was 42°C.

The first round trip from Chinnor to Princes Risborough was as hot as the crew had experienced and the anticipated problems with

injectors started to surface.

By the time of the next trip at 1.30pm, the cab was stifling and rehydration salts and fluids were the order of the day while deodorant was noted as not working as advertised! The thermometer LCD display in the cab by now had gone blank, while the mercury was off the scale. Eventually it read 52°C, and stayed there.

Too hot to touch

Even wearing gloves, some of the controls were almost too hot to operate, especially steam injector handles with metal screws mercilessly conducting the heat in particular.

Various heat related problems led to a delay on this lunchtime train, but on the Network Rail (NR) section of track used by the CPRR, the driver spotted a track buckle, but too late to come to a stand even at 15mph.

The train arrived at Princes Risborough Platform 4 when

the track buckle was reported to NR which was very quickly on site, confirmed the problem and immediately closed the line.

Track temperatures had been recorded at 51.5°C at Princes Risborough at this time with an associated low speed restriction imposed on trains using the Aylesbury branch.

This buckling brought a new situation for the CPRR – a stranded train at Princes Risborough.

Fortunately, most passengers were returning there so only a handful needed a taxi back to Chinnor.

After the carriages had been locked they were propelled into the south sidings and secured. No. 5526 was watered for an hour and then recessed on the headshunt by Princes Risborough North signalbox, the largest GWR signalbox left.

Paul Ebberson, the CPRR person in charge of Princes Risborough, liaised with Marylebone Signalling Centre

throughout, carrying out the normal operational requirements.

The signalbox is now operational again, with several levers controlling the run-round loop and headshunt at Princes Risborough which will form part of the running line to Chinnor when it has been relaid to Thame Junction. The CPRR will then not be reliant on using NR's section track and signalling for half a mile.

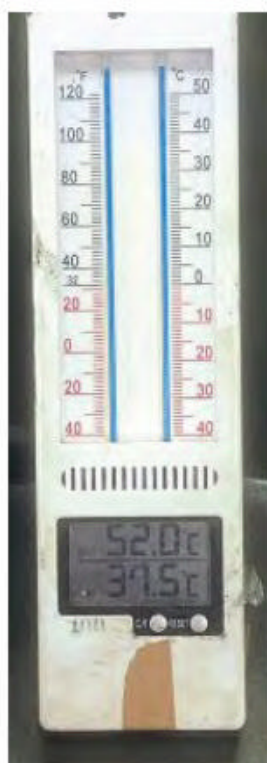
Experience

NR reopened the line the following day after its engineers repaired the track once the rail temperature had dropped below 32°C. This was hugely appreciated by the CPRR and hundreds of passengers who had pre-booked tickets for events on July 27/28.

However, the incident also demonstrates the experience and knowledge of volunteer traincrews on heritage railways who can and do often spot problems and then take the correct action afterwards.

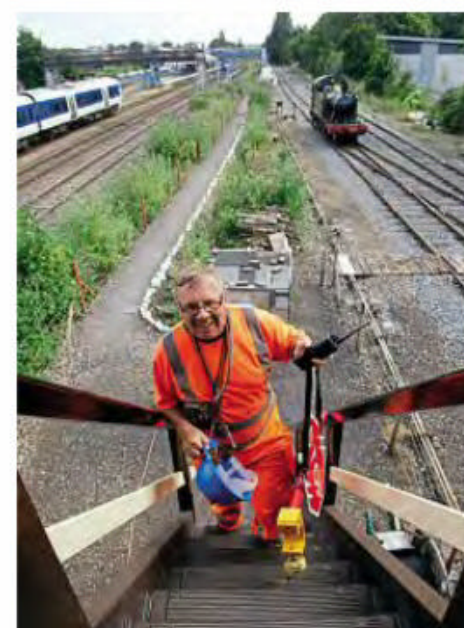


It is 3.21pm on July 25, and GWR 2-6-2T No. 5526 and its train can only stand and await events in Platform 4 at Princes Risborough, following the buckling of the track in the record heatwave temperatures.



Left: At 2.11pm, the thermometer in the cab of No. 5526 was off the scale at 52°C.

Right: Pictured at 5.02pm, the route out of Princes Risborough Platform 4 to Chinnor remained closed due to a track buckle on Network Rail's Thame branch, which currently forms part of the heritage line route.



At 4.46pm, volunteer Paul Ebberson, the person in charge at Princes Risborough, climbs into the signalbox after the line was shut due to buckling.

It could be said that on this record-breaking day, the track buckled before the steam crew, but it was a close-run affair with an extreme temperature policy introduced as a result of the record-breaking day.

The July 2019 heatwave set all-time high temperature records in Belgium, Germany, Luxembourg and The Netherlands, as well as the UK.

On July 25, the Met Office announced that the United Kingdom had its hottest July day on record. It was confirmed officially four days later that sensors at the Cambridge University Botanic Garden had recorded a temperature of 38.7 °C (101.7 °F) on July 25, breaking the

national all-time record of 38.5 °C (101.3 °F) set in Faversham, Kent, in August 2003.

Furthermore, new local temperature records were set in towns and cities across the country on July 25, including 31.6 °C (88.9 °F) in Edinburgh and 35.1 °C (95.2 °F) in Sheffield.

Meanwhile, the CPRR has analysed the effect of running to Princes Risborough. The first half of 2019 saw just over 20% of its traffic originating there. Enthusiast events have generated a far higher percentage as more visitors use Chiltern Railways services to reach the new interchange.



At 5.21pm, the fire has been dropped and GWR 2-6-2T No. 5526 is stabled for the night beside Princes Risborough North signalbox.

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Home on the Grange – nearly! ...but help needed for a tender of its own

By Paul Appleton

IN the early days of standard gauge railway preservation, it was relatively easy to repair a recently out of service BR steam locomotive, the fires hadn't long since been dropped and there was plenty of know-how about to keep the old machines going.

Second and third 'ticket' overhauls have become much more challenging, with boilers worn out, wheel tyres down to scrapping size and cylinders cracking beyond economical repair.

In many respects things have swung completely so that the opposite of the 1960s and 1970s is true. We now have the technology, if not the same steam know how, to cast new cylinders, build new boilers and replace almost any worn out parts – but now it is the cost that has become a problem, whereas back in the day, spare parts were relatively plentiful and cheap.

There are now so few large steam locomotive workshops that can carry out this work using specialist machinery and with a fully-trained workforce, that there is now an endless queue of steam locomotives waiting for these meagre resources to become available. And it comes at a price too, because owners and groups have to pay for these facilities and services. Only so much can be done by volunteers – and these too are becoming much thinner on the ground – so as a result, most if not all safety critical and specialist work has to be contracted out, particularly boiler-work.

In turn, this puts pressure on fundraising and, at a time when railways themselves are fighting for

every bit of money they can get their hands on, be that public money, grants or private donations, the smaller locomotive and rolling stock groups are finding it harder to raise money for their particular cause.

It's a situation that leaves you wondering where it will all end. How many steam enthusiasts are there out there with deep enough pockets? Despite this, groups work doggedly to achieve their collective objectives of reopening lengths of line, building new carriage sheds or restoring their locomotives. Barely a page can be turned in *Heritage Railway* without news of another appeal being launched.

Resources

Groups like the 6880 Betton Grange Society perhaps do not have the glamour of The A1 Locomotive Trust's main line ambitions, but despite being more specialist and much smaller, it has proved that with a dedicated team and a properly structured plan, it is possible to keep the fundraising ticking over with some creative initiatives and, importantly for the donors, some worthwhile incentives.

So successful has the Betton Grange Society's funding been that work to complete the building of the locomotive is fully funded, although there is the small matter of the construction of a tender to address.

The society only has around 180 members, but these, along with



A replica tender build plate for Tender Chassis Club donors. 6880

several other generous supporters, have raised the required money, estimated to be around £800,000, in a period stretching over 20 years.

One reason that the society cannot be precise about how much it has raised in regular monthly payments from members and one-off donations is because of its involvement in organising the hugely successful and innovative Steel, Steam & Stars galas, of which there have been four held over the years at the Llangollen Railway. Some of that income blurs the lines a little between what is surplus after the cost of staging these events and what is donated or raised through ancillary activities. Money raised through the society's sales stands at events around the country and on-train raffles at the group's home railway have also played a major part in the successful funding of the locomotive's construction.

So, is No. 6880 *Betton Grange* a restoration or a new-build and more importantly, when can you expect it to steam?

All of Charles B Collett's 80 Grange class of mixed traffic 4-6-0s were scrapped, so therefore as an extinct class of GWR locomotive, the construction of No. 6880 must be considered as a new-build. However, thanks to the GWR's policy of standardisation of major components, the boiler, wheels and all of the coupling rods, connecting rods and most of the motion parts

are original steam-era components, along with a number of smaller parts, such as the vacuum cylinder, that once served on other classes of GWR locomotive, or in the case of the chimney, on an original Grange class locomotive.

The frames, extension frames, cylinders, cab, footplating, smokebox, brake system and much else are brand new, while a number of key components have been borrowed from the group's other GWR 4-6-0, No. 5952 *Cogan Hall*, such as the bogie which has been completely overhauled. In time, the bogie will need to be replaced as it is fully intended to restore No. 5952 in its own right once *Betton Grange* is up and running.

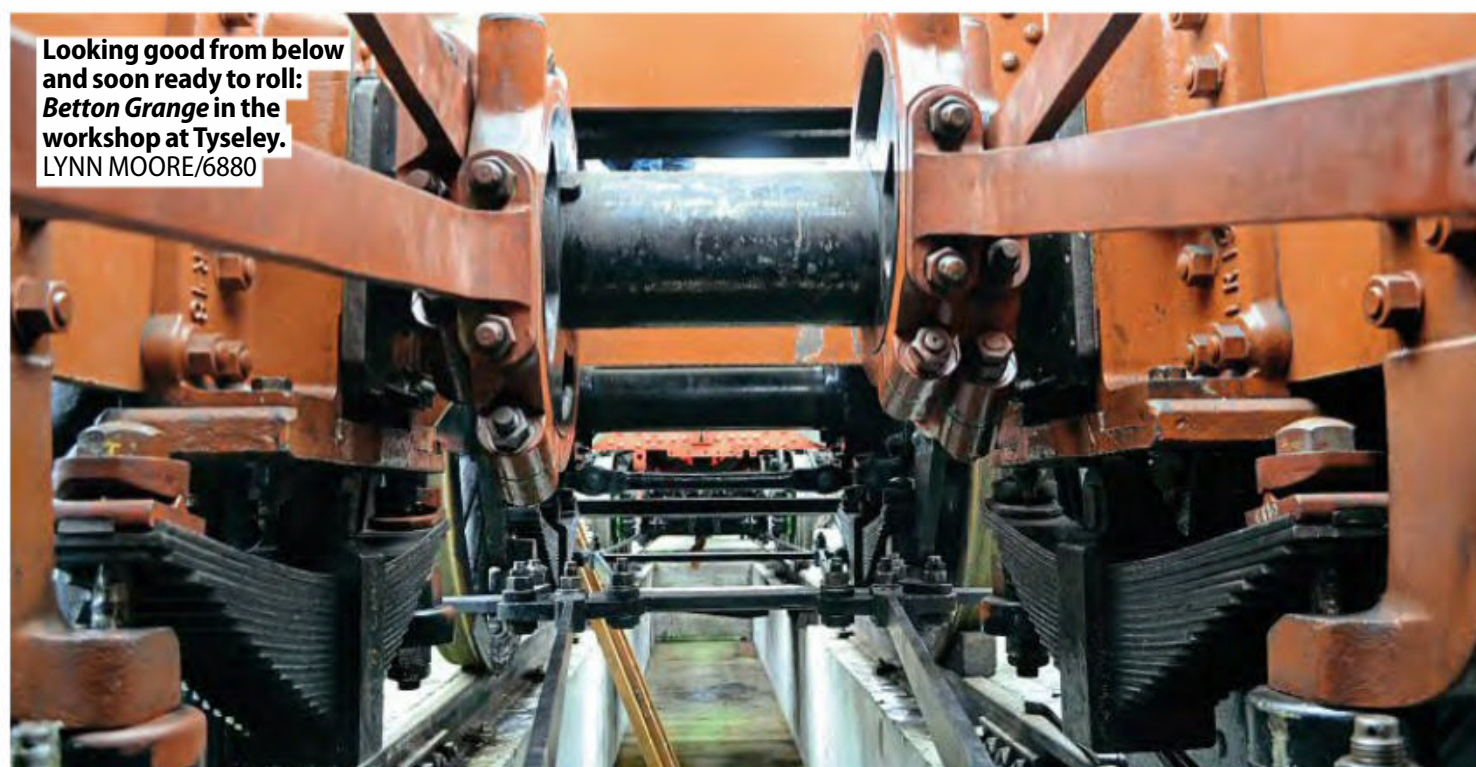
Progress

Currently, No. 6880 is at Tyseley Locomotive Works (TLW), where its boiler has been overhauled. The locomotive is however, very much a Llangollen Railway-based project. That is where the frames were erected, the chassis largely completed, and where the tender work is being carried out. Using the standard GWR No. 1 boiler from former 'Barry 10' No. 7927 *Willington Hall* as its donor, work at Tyseley has been completed to the point where a hydraulic test was imminent at the end of August. All the small tubes have been fitted, with the large tubes having just returned from NDT testing and ready to fit. Once the boiler has been steam tested, it will be secured to the frame with the new smokebox fitted.

It was decided more than a year ago that it would be easier to take the chassis to Tyseley rather than TLW deliver the finished boiler to Llangollen. With the bottom half at Tyseley, the opportunity was taken to get a number of other jobs done while it was there, with the volunteer team from the Society carrying out a useful amount of work alongside TLW's professionals. It is anticipated that the work will be completed over the next few months and the locomotive will then move back to Llangollen, ready for initial commissioning and running-in on the Llangollen Railway during the early part of 2020.

Meanwhile, society volunteers are also busy at Llangollen, preparing the hire tender from Collett 2-8-0 No. 3814, while its own locomotive is restored at the Llangollen Railway's workshops. It is anticipated that this should be ready to pair up with No. 6880 over the coming winter.

It had been hoped that *Betton Grange* would now be at the stage



Looking good from below and soon ready to roll: *Betton Grange* in the workshop at Tyseley. LYNN MOORE/6880

where it was being run-in, but a delay caused by the unexpected need to replace the front section of the boiler barrel, plus a delay in the supply of materials have played their part, along with an unprecedented demand on the time and skills of the team at Tyseley. TLW staff are fighting the endless tide of a backlog of contract work which is unprecedented, including many illustrious names from the main line. And that is as well as having the not inconsiderable challenge of maintaining its own fleet of operational locomotives for Vintage Trains' (VT) charter train business.

As always, patience is the key, something the 6880 Betton Grange Society and those from many other groups have had to learn over recent times. TLW is among the best in the business and, if you want it to do your work, well you just have to wait your turn.

With the steaming of No. 6880 very much on the horizon, attention has turned to the construction of a tender that can operate on the main line and, as previously reported, this will involve the re-creation of a long-lost Collett 3500 type, which the group feels is best suited to the Granges. To be numbered 2268, replicating one of the original batch and thought to be the most appropriate number for



Aiming for a main line future: new GWR 4-6-0 No. 6880 Betton Grange at the Tyseley Locomotive Works open weekend of June 2017, with the boiler from No. 5952 Cogan Hall in the frames and a borrowed 28XX tender. QUENTIN MCGUINNESS/6880

a 68XX, a replica cast numberplate is one of the benefits being offered to those who are willing to contribute £1100 or more to its new 'Tendering to Success' appeal, which aims to raise the £150,000 required and already has £20,000 in the kitty to set it on its way.

How you can help

There are three schemes that supporters can contribute to. The Ton-Up Club,

which seeks donations of £100 or more; the 3500 Tank Club, for £350 or more, which includes among its benefits a replica cast shedplate of your choice or a replica 6880 smokebox plate; or the Chassis Club as mentioned above. For the full range of benefits, visit the society's website at www.6880.co.uk

A suitable chassis is already in the group's possession: now it needs your support so that No. 6880 Betton Grange has a possible future

on the main line, having already been invited to join VT's fleet for its 'Shakespeare Express' programme of trains. Without its own tender, this objective will remain just a distant dream.

→ For full details of the 'Tendering to Success' appeal go to www.6880.co.uk or contact Lynn Moore for a leaflet: 6880 Tender Appeal, 224 Staining Road, Blackpool, Lancashire FY3 0DL, or by email: lynn@6880.co.uk

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Mid-Hants Standard 4 to make SVR debut

By Paul Appleton

THE first-ever visit of BR Standard 4MT 2-6-0 No. 76017 to the Severn Valley Railway for its September 19-22 autumn steam gala will make a contrast with the line's own recently-restored Standard 4MT 4-6-0 No. 75069, provided repairs to the latter can be completed in time.

Mid-Hants Railway-based No. 76017 will be the first example of the 2-6-0 variant of the BR 'Standard Four' to run on the SVR since 'Pocket Rocket' No. 76079 attended its 1998 spring steam gala back in 1998.

No. 75069 faces a race against time to make the gala following its light-engine accident on July 22, as reported in our last issue, when it struck a tree near Hampton Loade at 8.45am while heading to Kidderminster prior to commencement of the day's services.

According to engineering services manager Neil Taylor, the locomotive has been stripped down for assessment and he is optimistic it will be ready for the gala. The damage is extensive to the furnishings at the front of the locomotive, with guard irons, steps, drain cocks and pipework all damaged, but the main concern was the level of any 'flats'

that have occurred following the striking of the tree under emergency braking. Fortunately, it appears that the bogie wheelsets are not too adversely affected.

Also due to star in the line-up is West Country Pacific No. 34092 *City of Wells*, visiting for the first time from the East Lancashire Railway at Bury. The air-smoothed Bulleid will make an interesting comparison with resident rebuilt light Pacific No. 34027 Taw Valley.

The SVR was home for five years to Southern Steam Locomotives Ltd's No. 34053 *Sir Keith Park* which is now based at the Swanage Railway.

Two other guests are GWR Large Prairie No. 4144 from Didcot and former SVR resident Modified Hall 4-6-0 No. 6960 *Raveningham Hall* from the West Somerset Railway, both of which have been based on the railway for the summer season. No. 4144 it is due to return home at the end of September, so it could be the last SVR gala appearance of the BR-liveried machine, having also featured in the line's spring gala.

It is hoped to secure one further guest locomotive.

The planned valve and piston

examination on Hawksworth No. 1501 has now been deferred until the end of the season, so it and fellow GWR-design residents Nos. 1450, 7714 and 2857 are all set to feature, along with Ivatt 2-6-0 'Flying Pig' No. 43106, which has recently returned to front line operation following lengthy valve and piston work.

Other features of the gala will include a non-stop 'express' from Kidderminster to Bridgnorth at 8.50am on the Friday; overnight running on the Friday and Saturday with Nos. 1501 and 7714; single and 'sandwich' auto-trains with No. 1450; daytime goods trains on Thursday and Friday, plus Saturday evening; and two 'local' service trains operating between Kidderminster and Hampton Loade featuring the GWR Toplight coaches.

The Guild of Railway Artists, which is celebrating its 40th anniversary, will be staging its annual exhibition in the Kidderminster Railway Museum and both the Paddock Railway (Hampton Loade) and Coalyard Miniature Railway (Kidderminster) will be in steam. Eardington station will be open to visitors over the weekend from Friday to Sunday, but trains still cannot



Severn Valley Railway flagship, ex-GWR No. 4930 *Hagley Hall*, has received its new cylinders at Bridgnorth workshops, with a trial fitting having taken place in late July. The locomotive's original cylinders were beyond economic repair. The new two-piece casting, which as is traditional on GWR locomotives, includes the smokebox saddle, utilised CAD technology to design the new castings from scratch, which were made using the now tried and tested polystyrene patterns rather than expensive wooden ones. PAUL APPLETON

call at the refurbished platform. Staff at the halt will attempt to cover six decades over the three days by changing its external appearance throughout the event. On Friday, Saturday and Sunday, the halt will return to the 1900s, then move to the 1930s (around lunchtime), followed by the wartime period, then the 1950s and finally the 60s with the closure notice being posted just before they lock up.

→ For further details and to book tickets visit www.svr.co.uk

North British-built heavy duty 4-8-2T saved

THE North British Locomotive Preservation Group (NBLPG) has bought North British 4-8-2T No 25916 and moved it to the recently-established Wonderboom Military Museum near Pretoria in South Africa.

It is the 14th steam locomotive to be saved by the group and its members during the 30 years of its existence.

At Hyde Park Works in Glasgow between 1929-55, North British built a series of 42 heavy duty 4-8-2Ts for mines and industrial concerns in South Africa. While most of them have been scrapped, No. 25916 remained in service at Richards Bay Coal Terminal until 2006 when it was acquired by the South African National Railway & Steam Museum (SANRASM).

SANRASM's operations have now been wound up and NBLPG stepped in to purchase No. 25916 to save it from being sent for scrap. On August 9, the locomotive was moved by road from Germiston shed in Johannesburg to Wonderboom where it joins a growing collection of railway coaches, military vehicles and aircraft. It is planned that at least three more steam locomotives, including NBLPG's own Hendrie Class 1A No. 1301, will



Another triumph for the North British Locomotive Preservation Group: Glasgow-built 4-8-2T No. 25916, pictured at Wonderboom near Pretoria, is now safe and earmarked for repatriation. BEN MINNAAR/NBLPG

join the display in the near future.

No. 25916 was ordered by Coronation Collieries in 1945. It became Coronation Collieries No. 1 and also ran as Cornelia Colliery No. 3 and finally Richards Bay Coal Terminal No. 3. After retirement, it was overhauled for a preservation scheme at Richards Bay. When that project

failed, it was transferred to SANRASM at Randfontein.

NBLPG now plans to restore it at Wonderboom and eventually return it to the UK for continued operation and display. North British built several thousand industrial steam locomotives but only two survive in the British Isles.

→ Donations are urgently needed to help with restoration work and locomotive ownership shares are available at £25 each.

For details, contact group secretary Ken Livermore at ken.livermore@btinternet.com or write to NBLPG Preservation Group, 4 Porchfield Close, Earley, Reading, Berks, RG6 5YZ.



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Gresley V4 new-build: first new components delivered to Darlington Locomotive Works

By Robin Jones

THE first newly-manufactured components for what is set to become Darlington's next major steam locomotive-building project, have been delivered.

The A1 Steam Locomotive Trust (A1SLT), the registered charity which built and operates 101mph Peppercorn A1 Pacific No. 60163 *Tornado* and is constructing what is set to be Britain's most powerful steam locomotive in Gresley P2 2-8-2 No. 2007 *Prince of Wales*, announced in early August that it had taken delivery of parts it had commissioned for its third new steam-built project, the £3 million LNER V4 2-6-2 No. 3403.

The trust placed a £4320 order with Unilathe of Stoke-on-Trent for 12 tender spring hooks from a closed die forging to an original LNER drawing. The order is part of a much larger one that had been placed by Network Rail for replacement components for its LNER 4200-gallon tender-based snowploughs, and which has been 'piggybacked on' by the A1SLT for its V4 and one for the project to build new Gresley class B17 No. 61673 *Spirit of Sandringham*, therefore considerably reducing the unit costs.

Milestone

The delivery of the spring hooks to Darlington Locomotive Works (DLW) marks a milestone for the project in that they are the first new V4 components ordered by and supplied to the A1SLT.

The V4s, of which only two were built by the LNER, had similarities in their appearance and mechanical

layout to the V2s of which pioneer No. 4771 *Green Arrow* is the sole preserved example. No. 3401 *Bantam Cock* and No. 3402, which was unnamed but known unofficially as *Bantam Hen*, were both outshopped from Darlington Works:

it was anticipated that many more would be produced, but after the sudden death of Gresley in April 1941 no more were built of his last design.

The pair were renumbered Nos. 1700/1 in 1946 and later became British Railways Nos. 61700/1. Both locomotives were scrapped in 1957 when their boilers became due for renewal.

Progress has also been made in other areas in advance of the V4 project's formal launch in spring 2020. The trust continues to work with the Gresley Society Trust – which funded the smokebox for No. 2007 as part of the fulfilment of a legacy request – to manufacture the shared 5ft 8in driving wheel pattern for the new V4 and the society's GNR N2 0-6-2T No. 1744.

The N2, which is 100 years old in 2021, is currently under overhaul and requires two replacement driving wheels. The production of the pattern will be project managed by A1SLT and funded by the Gresley Society, with its first use being for No. 1744. Alan Parkin, on behalf of the A1SLT, will visit No. 1744 to compare the wheel



The newly-delivered V4 tender spring hangers. A1SLT

drawing for the V4 with the wheels on the N2.

Colin Vickridge, a long-standing trust supporter and volunteer is organising a third set of cab side window frames made for use on No. 3403, as he did for both *Tornado* and *Prince of Wales*.

The next steps will be to scan the 366 acquired V4 drawings into the trust's CAD system and this is expected to take place in DLW over the coming weeks.

Other components

Other progress to date includes the purchase of a complete set of fully-certified tyres for the new V4 pony Cartazzi and 5ft 8in driving wheels from David Buck, owner of B1 4-6-0 No. 61306 *Mayflower*, along with a second-hand chimney, two BR Class 08 shunter speedometer drive generators and two two-stage single spindle air pumps of Finnish origin, including lubricator pumps and check valves for use on No. 2007.

The tyres were originally manufactured in South Africa in the late 1990s for scrap dealer Malcolm Barlow, who in 1994 founded the now-defunct Gresley V4 Society. David acquired the other parts in 2017 in a job lot of items that Malcolm had salvaged from Doncaster Works on its closure.

A new subsidiary of the A1SLT, The V4 Steam Locomotive Company

Limited, has been founded to oversee the building of the new locomotive, as part of the preparations for the formal launch of the project. Although no specific fundraising appeal is open for No. 3403 yet, any donations made towards it will be ring-fenced for the project, and next year The Founder's Club will be established to raise the first £350,000. This money will be used to acquire all of the components needed to assemble the engine's frames so that when the new P2 leaves DLW in around three years' time, everything will be in place to rapidly assemble the frames.

It will then be followed by the launch of the 'V4 for the price of a pint of beer a week' covenant scheme and other specific clubs familiar to those who have supported the building of *Tornado* and *Prince of Wales*. It is hoped that the new locomotive will take five-seven years to build, depending on the rate at which the funds are raised.

A1SLT trustee Mark Allatt said: "The opportunity to manufacture the tender spring hooks at such an advantageous price was too good to refuse, even if it is at least a year sooner than planned.

"Our new Gresley class V4 is an ideal locomotive for regional main line tours, repeat main line itineraries and the longer, main line connected heritage railways. Unlike with our class P2, where we have had to do a considerable amount of development work to complete the job that Sir Nigel Gresley started in 1934, there will be very little redesign work needed as there were no known problems with the V4s."



What the third and as-yet-unnamed Gresley V4 2-6-2 No. 3403 will look like. A1SLT



Kylie Minogue and her crew doing their impromptu rendition of the Loco-motion at Scalby Mills station. NBR

Kylie Minogue performs The Loco-motion on Scarborough seaside line

By Robin Jones

CHARTS sensation Kylie Minogue added star quality and generated unprecedented international publicity for one of our Top 20 seaside railways – when she rode on it and performed a version of her appropriately-named 1987 number one hit The Loco-Motion.

The 51-year-old Australian singer visited Scarborough's North Bay Railway of the afternoon on Thursday, August 1, ahead of her sell-out show at the adjacent Open Air Theatre as part of her summer UK tour. It was her first-ever visit to the resort.

During the journey, she burst into a rendition of her aptly-named hit as she visited the town's historic North Bay Railway, which has built steam locomotives of its own in recent years.

A video shared by the singer showed Kylie and her backing dancers leaping out of the 20in gauge train as it pulled into Scalby Mills station.

The heritage line's crew had stayed on so the train, hauled by Hudswell Clarke steam outline 4-6-2DH No. 1933 of 1933 *Poseidon* could be run after the last scheduled service of the day – Kylie's team had asked two days before if the train could be arranged, so that video footage could be obtained for the star's own publicity machine.

The North Bay Railway was listed in our special feature last month as one of our finest seaside railways. Kylie's journey over it made national newspaper and internet headlines around the world the following day, giving the line unprecedented publicity.

Furthermore, North Bay officials

were checking to see if her visit had set a new record for the line's Facebook page. Twenty-four hours after Kylie's visit, the numbers of viewers had soared to a million, and then doubled that in the next few days.

Kylie said at the show how much she had enjoyed the train ride, and later posted on Twitter: "Scarborough, you made my first visit unforgettable!"

The railway's general manager Steve Johnson said after the show: "We were very privileged this evening to have a visit from the amazing Kylie Minogue."

The song was written in 1962 by songwriters Gerry Goffin and Carole King and that year was a hit for the American pop singer Little Eva.

The Loco-motion stayed at the top of the Australian charts for seven weeks after release, and when it reached number 2 in Britain in 1988, it was the highest entry on the UK singles charts by a female artist. Later that year it reached number three on the US Billboard Hot 100.



An Instagram snap of Kylie enjoying the return ride from Peasholm station to Scalby Mills. KYLIE MINOGUE/NBR

GER Y14 0-6-0 to visit Spa Valley

NORTH Norfolk Railway-based GER Y14 0-6-0 No. 564 is to attend the Spa Valley Railway's October 18-20 annual real ale and cider festival and remain on loan to the line until January.

At the line's December 28/29 Winter Steam Up event, it will operate alongside Hunslet 0-6-0ST No. 1982 of 1940 *Ring Haw* which is also based on the Poppy Line.

Clean up for historic Stockton & Darlington Railway bridge remains

A SET of abutments which once supported a Stockton & Darlington Railway bridge, which in recent times has been targeted by vandals, has been given a spruce-up.

The Gaunless Bridge was built in 1824 and is believed to be the first iron railway bridge in the world. The bridge, part of the world's first public steam-operated railway, is now kept at the National Railway Museum in York but the original abutments remain where it once stood, in West Auckland.

The Friends of the Stockton and Darlington Railway and the Stockton and Darlington Railway Heritage Action Zone, which is working towards enhancing the remains of the railway in advance of its bicentenary celebrations in 2025, are working with local people to that end.

A day of action was recently held by Durham County Council and the

Environment Agency whose staff removed litter and graffiti, cut back undergrowth and cleared a section of the nearby River Wear.

Andrew Foster, specialist field operations team member for Durham and Tees at the Environment Agency, said: "The work delivered by the field operations team aims to reduce flood risk to residents, communities and properties, which perfectly fits in with the clean-up operation on the river."

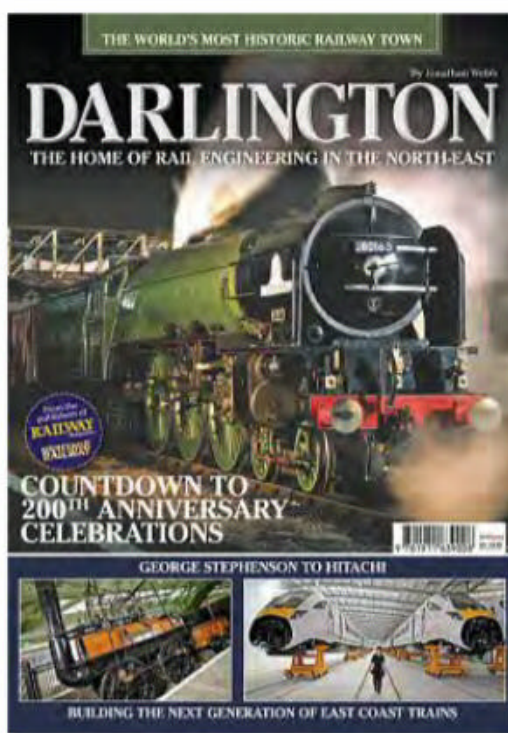
Coun John Clare, who represents the county council on the Stockton and Darlington Heritage Action Zone, said: "The abutments are a part of the Stockton and Darlington Scheduled Monument so are of national significance. It is, therefore, incredibly important that we do all we can to preserve and protect them and the surrounding area."

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IN BRIEF

→ SOUTH West Norfolk MP Liz Truss has joined the fight to save Brandon signalbox on the Norfolk-Suffolk border from being knocked down by Network Rail. The 'box appeared in BBC TV's *Dad's Army* and local residents want to save it because it is constructed from flint stones which had been mined in Brandon since medieval times.

→ SPA Valley Railway-based Class 33 No. 33063 *R.J. Mitchell* will be attending the Dean Forest Railway's September 13-15 diesel gala. An intensive timetable will feature both passenger and freight workings, including the line's rake of Dogfish ballast hoppers. For a small fee, it will be possible to ride in the brake van of the freight trains.

→ SHEFFIELD-based CTL Seal Ltd has been constructing the frame for the new BR Standard Class 6 Pacific No. 72010 *Hengist*. Following the completion of machining, the smokebox saddle has been reunited with the front end of the frame, with temporary bolts holding the casting in position.

→ THE chassis of Bulleid Battle of Britain Pacific No. 34059 *Sir Archibald Sinclair* has now joined the boiler in the works at Sheffield Park on the Bluebell Railway. The chassis will have a complete overhaul, which may well include the grinding of the crank axle, possibly by an outside contractor.

→ PLATFORM One, the cafe tearoom at the Wensleydale Railway's Bedale station, has been taken over by Kent couple Ian and Tracey Morrison, who both gave up high-pressure jobs when they saw an opportunity to run the cafe advertised. They already had a holiday home in the Dales and have now moved there permanently.

→ THE Leighton Buzzard Railway's extension to Double Arches has restarted after an earthworks contractor has been found to reprofile the route. Around 2500 cubic metres of sand and clay will be moved, 1500 tonnes of base stone put down for the 500 tonnes of ballast to be laid on. Tracklaying by volunteers is planned for late September/early October.

→ SERVICES on the Strathspey Railway out of Aviemore were disrupted on the morning of August 5 when an overhead power line fell on to the track. The problem was rectified within a day.

→ HISTORIC England has withdrawn its objection to the demolition of what remains of the erecting and repair shop at the heart of Horwich locomotive works to make way for a £12 million spine road, despite objections from local conservationists.



North British 0-4-0DH D2700 and Andrew Barclay 0-4-0ST Victory are seen at Whitwell & Reepham station on August 4.

Steam rally at Whitwell & Reepham 50 years on

Words and pictures by Brian Sharpe

WHITWELL & Reepham station lay on the Midland & Great Northern Joint Railway's (M&GN) branch from Melton Constable to Norwich City.

Virtually the whole of the M&GN system was closed on February 28, 1959, although part of the Norwich branch was retained to serve a coal depot and Whitwell & Reepham still saw freight traffic until 1964.

The branch was later truncated to Lenwade, where rail traffic continued to the concrete factory but Whitwell & Reepham station stood empty for much of the next 50 years. Eventually the Lenwade traffic ceased in 1985 and the track was lifted, although the route became part of the Marriott Way long-distance footpath and cycleway in 1993.

However, the Whitwell & Reepham Railway Preservation Society was formed by local enthusiast Mike Urry and took over the site, restored the station building and goods shed, laid track and brought in locomotives and stock.

The first public steam passenger

trains were operated on the last weekend of February 2009, exactly 50 years after closure of the station.

Passenger trains normally operate on Sundays with steam being used on the first Sunday of the month. August 2019 saw a steam rally with many traction engines and other steam exhibits and vintage road vehicles on show and resident Andrew Barclay 0-4-0ST Victory (No. 2199 of 1945) in steam.

In view of the number of visitors, parking was arranged at a school in the nearby village of Reepham with a free bus service to the station operated



Robert Stephenson & Hawthorns 0-4-0ST Agecroft No. 3 on display at the Whitwell & Reepham steam rally.

by a London Transport double-decker.

On display was Robert Stephenson & Hawthorns 0-4-0ST Agecroft No. 3 (No. 7681 of 1951) which is now approaching completion after restoration.

Originally *Bolton No. 1*, the engine was built to work at Bolton power station. It was apparently out of gauge and after a couple of years on loan to Chadderton power station, it moved to Agecroft power station, just north of Manchester in 1954. It was repainted from royal blue to pea green livery and worked at the site along with two similar engines until closure in 1980.

Agecroft No. 3 was initially preserved at the Museum of Science and Industry in Manchester, but was disposed of in 2000 and moved to Long Marston in Warwickshire. Later it found itself at the STEAM museum in Swindon where it was expected to be restored.

However, the locomotive was purchased by the Whitwell & Reepham Railway and has been under overhaul by the railway's Thursday gang. It is expected that it will return to steam next year to give the railway two operational steam locomotives.



Andrew Barclay 0-4-0ST Victory heads a passenger train away from Whitwell & Reepham station. The reconstructed signalbox is located on the original footings and reflects the design of the original. It was recovered, complete with instruments, from a garden in Elmswell, Suffolk and the National Railway Museum in York donated a 21-lever Saxby and Farmer lever frame which originally came from the Beccles South 'box.

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Lord Faulkner of Worcester and Rebecca Pow MP alongside WR No. 7828 *Odney Manor* at Bishops Lydeard on July 27, before it took the connecting heritage train on to Minehead. SWNS/GWR



History made as Taunton goes on line after 40-year wait!

By Robin Jones



WSR plc chairman Jonathan Jones-Pratt's road roller on a trip around Bishops Lydeard village. JONATHAN JONES-PRATT



Taunton Deane MP Rebecca Pow waves off the first trial shuttle from Taunton to Bishops Lydeard on July 27. SWNS/GWR



Taunton town crier Peter Taunton announces the first scheduled shuttle from the town's station to Bishops Lydeard on July 27. SWNS/GWR

HERITAGE sector history has been made with the successful launch of trial scheduled services from Taunton's main line station on to the West Somerset Railway (WSR).

Comprising Class 150 DMU No. 150265, modern-day train operator Great Western Railway's first timetabled shuttle from Taunton departed for Bishops Lydeard at 9.39am on Saturday, July 27, carrying 90 passengers.

Taunton Deane MP Rebecca Pow flagged off the ground-breaking inaugural service from Taunton's platform 2 bang on time, joined by various civic and tourism sector guests including Heritage Railway Association president Lord Richard Faulkner of Worcester, and appropriately named Taunton town crier Peter Taunton.

The first of five shuttles on the day arrived at a bunting-decked Bishops Lydeard station at 9.56am, allowing passengers to change for a timetabled WSR service. The official guests posed for photos next to WR 4-6-0 No. 7828 *Odney Manor* which hauled the 10.15am service to Minehead, before returning to Taunton on the 10.03am shuttle.

The heritage train arrived at a similarly bunting-festooned Minehead at 11.35am. There, the resort's mayor, Sandra Slade and deputy Paul Bolton, along with Watchet town crier David Milton and Friends of Minehead Station chairman Martyn Snell, were waiting on the platform to welcome passengers, many of whom had made the historic journey on the first shuttle.

Lord Faulkner, also a WSR board member said: "It's a very big day for GWR and WSR."

"The schedule gives people the opportunity to travel to West Somerset from anywhere. It's good for business on the heritage line and the main line."

Funding

The shuttles comprise the £160,000 Exmoor Gateway project, which has been part funded by £60,000 from GWR's Customer and Community Improvement Fund service.

The West Somerset Railway opened to Bishop's Lydeard in 1979, but the complete revival of the Minehead branch into Taunton was blacklisted by local National Union of Railwaymen officials, fearful for the jobs of members who were bus drivers on the then 218 service

between Taunton and Minehead.

GWR regional development manager Matt Barnes said that past problems with available resources had in more recent times blocked the idea, but the WSR had compiled a strong business case. "There was also interest from the Department for Transport in terms of how we link the main line railway with the heritage line," he said. "If it is popular it gives us a nice bit of food for thought."

WSR plc chairman Jonathan Jones-Pratt said: "The new GWR shuttle link is another good reason to visit the West Somerset Railway this year."

"Coupled with great scenery, the friendly welcome and our steam trains, you have an unbeatable day out. We are proud to be running our heritage steam trains alongside their Great Western successors."

Taunton mayor Fran Smith said: "I think it's brilliant, for Taunton and West Somerset."

A WSR spokesman said: "The new main-line shuttle service launch was a great and successful day for the West Somerset Railway, and another highlight in our 43-year history of running trains on the line since 1976."

"We carried some 250 people on the five shuttles between Taunton and Bishops Lydeard, with 90 people



History in the making: Great Western Railway Class 150 DMU No. 150265 waits at Taunton with the first shuttle to the West Somerset Railway's southern passenger terminus. SWNS/GWR



Above: The first timetabled passenger service to call at Norton Fitzwarren since 1961 arrives on time on July 27. DICK WOOD

Left: WR 0-6-0PT No. 9466 at Bishops Lydeard station hauling the West Somerset Railway's three-car DMU for the last shuttle to Norton Fitzwarren on August 4. DICK WOOD

on the first train which left Taunton at 9.39am, and almost 70 people then going on to other WSR destinations en route to Minehead. It all ran like clockwork.

"An interesting fact is that Lord Richard Faulkner and West Somerset Steam Railway Trust chairman Chris Austin travelled on the first shuttle train and then returned to London by rail, taking just two hours 24 minutes from Bishops Lydeard to Paddington, which shows what can be done!"

More history was made the following weekend when the DMU shuttles became the first scheduled services to stop at Norton Fitzwarren since that station closed in 1961, a decade before BR shut the Minehead branch on January 4, 1971.

Norton shuttles

The shuttles called at Norton Fitzwarren en route to drop off and pick up passengers attending the hugely-popular West Somerset Railway Association (WSRA) Steam & Vintage Rally held in the adjacent fields. This year's rally set a record with around 8000 people attending, and reportedly made a "very healthy" profit which will go towards funding projects on the heritage line.

In 2004, the WSRA bought 33 acres from two of its supporters who had assembled the land package from various owners over a 15-year period with the idea of creating a major WSR facility there. The purchase included a short length of the track bed of the dismantled Barnstaple branch line up to Allerford bridge.

This trackbed and two additional 'chords' have now been built to form a 'triangle' where rolling stock and whole trains can be turned when required. Part of the site is also used for ballast reclamation from Network Rail (NR) by a contractor in partnership with the WSRA, with waste material being delivered to the site in conjunction with NR's track renewals depot at nearby Fairwater Yard.

In 2009, the WSRA built a single, four-coach concrete platform, plus adjacent bay road, on the west side of the Minehead to Taunton running line. The 'new' Norton Fitzwarren station is now used during special events when a shuttle service often brings people from Minehead and Bishops Lydeard over the full 22-mile length of the line to Norton Fitzwarren and the Network Rail boundary.

First used on August 1/2, 2009 in connection with the WSRA's vintage vehicle rally, railway exhibits are often parked in the bay platform for the event, such as the West Somerset Steam Railway Trust's restored 1897 sleeping car, and the Somerset & Dorset Railway Trust's restored coach, and this year the WSRA's GWR Observation Saloon.

While there is currently no public access to the site, it is hoped this will change sometime in the future as the adjacent farm site has been identified as a potential development site in the local council's Core Strategy, with an associated transport policy statement that any such development should

include improved access to the adjoining station.

Up to 800 passengers used the DMU shuttles to access the rally, and it was the first time the new Norton Fitzwarren station has been served by a train from the national network.

For the August 3/4 event, the WSR also ran its own three-car DMU services to and from Norton Fitzwarren from Bishops Lydeard, and a similar number of people travelled on it too.

Pannier attraction

Jonathan's recently-acquired WR 0-6-0PT No. 9466, currently on loan to the South Devon Railway, visited the WSR for the weekend by special arrangement.

The locomotive, formerly owned by the late Dennis Howells, has a Red route operating restriction, which currently limits it to the section of the WSR south of Bishops Lydeard. As previously reported, the WSR is currently running a £250,000 appeal to raise funds for major works in the coming winter to bring sections of track on the rest of the heritage line back up to standard.

No. 9466 offered brake van rides at Norton Fitzwarren on the Sunday along with WSR resident Barclay 0-4-OST No. 1219 of 1910. It also hauled the final WSR DMU shuttle on August 4.

→ The next GWR shuttles from Taunton to Bishops Lydeard will run on Saturdays August 31 and September 7 and 21, as well as October 5 during the WSR's October 3-6 autumn steam gala.



Above: Somerset West and Taunton District Council chairman Coun Hazel Prior-Sankey visited the West Somerset Railway Association's annual steam and vintage rally and spent the Sunday afternoon taking in the sights and sounds of a host of traction engines, vintage military and commercial vehicles and cars, plus craft and trade stalls. However, she could not resist an offer from WSR plc chairman, Jonathan Jones-Pratt to take a ride on the footplate of his WR pannier No. 9466 which was on site giving short brake van rides to visitors before returning to the South Devon Railway for the summer. Left to right are Coun Prior-Sankey, Jonathan, who was acting fireman, and WSR driver Pete Chilcott. ROBIN WHITE/WSR

Pullman car *Camilla* appeal relaunched by KESR

THE Kent & East Sussex Railway (KESR) has revitalised its Project Camilla appeal, which aims to upgrade its Pullman dining train, following the despatch of Mk.1 RU No. 1987 to Arlington Fleet Group Ltd's workshops at Eastleigh Works for a six-month contract overhaul.

Built at Swindon in 1961, this coach, like many dining cars, had a relatively short working life before being converted to a Departmental brake force runner as No. DB975982.

Initially preserved around 1986 by the Bluebell Railway, it was sold to the KESR in 2003, where it has been stored awaiting restoration.

Budget

The work to be carried out, estimated at a cost of £200,000, will enable it to replace the current kitchen car *Diana*, which has been in use for nearly 40 years, but now needs a major overhaul and update. Overhauling No. 1987 to modern standards will release *Diana* for refurbishment, after which it will be run in regular passenger trains, offering an improved range of everyday meals.

In addition to a kitchen to modern specification, the project incorporates vastly improved access arrangements for passengers confined to a wheelchair. Back in the 1920s, Pullman car doors were not designed with ease of access in mind, but by incorporating a wider doorway in the new carriage, access into the intended adjacent Pullman car *Theodora* will be greatly improved.

Kitchen contractors will fit out the interior upon its return to Tenterden.

Funding

The first element of the project will cost around £200,000 to complete, but in early 2019 the project gained the support of the LEADER Fund and Kent County Council when it was awarded a grant for £74,000.

The KESR has added £38,000 from donations and its own funds already held in reserve, leaving £88,000 to be raised. With Gift Aid, the total needed is £70,000.

'Best ever' King joins other Big Four locos in model sale

By Geoff Courtney

AN imposing live steam model of GWR No. 6027 *King Richard I* with a top estimated sale price of £80,000 will be the star lot in an auction on September 24 of model locomotives representing all the Big Four and the BR Standard era.

The 7¼in gauge locomotive is nearly 9ft long and was built by a model engineer from the north-east of England. It is finished in GWR lined green livery with detailed rivet work, polished brightwork, fitted steps, hand-irons, lamp irons with lamps, and this detail extends throughout the model, including the tender, which has vacuum brakes, a water tank, fitted tool boxes and a working coal door.

Dreweatts' live steam and model engineering specialist Michael Matthews said: "I regard this model as the best example of a King class locomotive in this gauge we have ever offered for sale. It was built to a very high standard and would be classified as 'fine' for exhibition purposes."

Detail

"It has a fine scale cab replicating to a very high standard the details of the full-size locomotive. Most models in this gauge are built with live steam running in mind, so cab controls are often over-scaled to allow for regular use, but although this model was built to run, it has all the refinements of a top exhibition example."

No. 6027 was built at Swindon in July 1930, one of four members of the class to enter traffic that month, and was initially allocated to



Role model: The 7¼in gauge model of GWR No. 6027 *King Richard I* that is coming up for auction on September 24. DREWEATTS

London's Old Oak Common shed. It was fitted with a double chimney in August 1956, and ended its days at Wolverhampton Stafford Road (84A) in September 1962, the year in which the entire class was withdrawn.

Stripped of its nameplate and cabside numberplate, it languished at Stafford Road with 10 others from the class, until being cut up by Cox & Danks of Oldbury, West Midlands, in July 1963, exactly 33 years after it had emerged from Swindon works.

Accompanying the King in the Dreweatts' sale will be a variety of other models, with a number also estimated to sell at well into five figures, including 9½in gauge LNWR 4-4-0 No. 1941 *Alfred the Great* and 7¼in gauge Great Central Railway Class 8F (LNER Class B4) 4-6-0 No. 1095, each at up to £30,000.

Two at up to £20,000 are 5in gauge LMS Princess Royal class Pacific No. 6201 *Princess Elizabeth* and LSWR H15 4-6-0 No. 486 (BR No. 30486), while another model of No. 6027 *King Richard I*, in 5in gauge, is expected to go under the hammer

for up to £15,000. Another feature of the auction is the collection of the late Fred Sansome, a Warwickshire grocery shop owner, who began collecting Gauge 1 models in the 1960s. This section of the sale will feature about 80 lots with estimates of up to £3000.

Variety

Michael said: "Mr Sansome's extensive private collection was always displayed for everyone to enjoy, and it was a pleasure that he loved to share with as many fellow train aficionados as possible. In many ways, this auction is a fine tribute to his incontestable passion."

Overall, the auction, which comprises the largest number of live steam models at any recent Dreweatts' sale, will include such locomotives as SR and LNER Pacifics; GWR engines ranging from Kings to 0-6-0PTs; LMS Pacifics and 4-6-0s; BR Standard Britannias and a 9F. It is being held at Donnington Priory, Newbury and starts at noon, with viewing on the previous two days.



Beside the seaside: In a quintessential mid-summer south Devon scene, GWR No. 6027 *King Richard I* passes the seawall at Teignmouth with the Up 'Cornish Riviera Limited' on August 13, 1957. Two ladies are ignoring the majestic King, but the menfolk, including one perched precariously on the wall, admire the Collett-designed 4-6-0. A 7¼in gauge live steam model of No. 6027 will be going under the hammer on September 24 with a pre-sale top estimate of £80,000. TRANSPORT TREASURY



Henry and Gordon were popular stalwarts of the Littlehampton Miniature Railway for three decades, but does anyone know where they are now? LHRA

Where have these two Thurston miniature classics gone?

LITTLEHAMPTON Miniature Railway officials have appealed for help in tracking down two of the 12¼in gauge line's locomotives of yesteryear.

No. 1005 *Gordon*, a 4-6-4, was built by T J Thurston c1945. Fitted with Walschaerts valve gear with a boiler pressure of 120psi and 16in diameter driving wheels, smoke deflectors were added in the 1950s.

Originally purchased by H G Cookson for the line, it was sold to an enthusiast in Evesham in 1986 when steam finished at Littlehampton. It was painted in a 'cornflower blue' livery.

No. 2010 *Henry* was built by Thurston to the same specification, but painted green. Its smoke

deflectors were removed in the 1970s.

It was rumoured that both locomotives were later moved to Lincolnshire.

Enhancements

The railway runs for just under a mile along the seafront at Littlehampton, from Norfolk Gardens to Mewsbrook Park, where there is a newly-built swimming pool, cafe, boating lake and children's play area. The railway currently operates a fleet of three diesels, with a brand-new steam engine on its way for 2020.

The railway celebrated its 70th anniversary last year and for most of this time, it has been operated by private owners. However, two years

ago, Littlehampton Heritage Railway Association, a charity, took over the line and transformed the line beyond all recognition.

Trustee and fundraising manager Simon Tooley said: "The last two years have been a very busy time for us. We've completely refurbished and increased the height on three of our four coaches, including making provision for a dedicated wheelchair accessible coach and guard, relaid over 110 yards of worn-out track, rebuilt the Norfolk Gardens waiting area and installed new roller shutter doors.

"In the next 12 months, we will be relaying the track at Norfolk Gardens and extending the platform at

Mewsbrook Park, so we can run four-coach trains and add a fourth road to the engine shed to accommodate the new rolling stock.

Information appeal

"Anyone who visited the railway from the 1950s to the mid-1980s will hopefully remember *Henry* and *Gordon* and the railway would love to know where these are now located so they can contact their owner/s to see if a deal can be done to refurbish them and get them running again back at Littlehampton."

→ If anyone has any information about *Henry* and *Gordon*, or would like to find out more about the Littlehampton Miniature Railway, contact Simon at simonvafs@aim.com

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LNER J27 0-6-0 No. 65894 as you have never seen it before: the North Eastern Locomotive Preservation Group's 1923-built engine is seen on a trial run for the forthcoming North Yorkshire Moors Railway's debut Christmas season Northern Lights Express, starting on November 30. An illuminated train from Pickering will take passengers through an enchanted forest, transformed by a multitude of lights, to witness a dazzling light show at Levisham station on an hour-long round trip. NYMR



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Swithland Reservoir will be momentarily transformed every time a 'Winter Wonderlights' train passes over the Great Central Railway viaduct. GCR

Now FIVE light up this Christmas!

By Roger Melton, Robin Jones
and Paul Appleton

FOLLOWING the Dartmouth Steam Railway's phenomenally-successful introduction of its American-style seasonal Train of Lights, four other heritage lines are to introduce their own version to boost revenue in the run-up to Christmas and supplement traditional Santa special services.

Although the concept of decorating trains with illuminations originated across the Atlantic, operations such as the Canadian Pacific Christmas Train provided inspiration to staff at the Torbay line when they held an 'ideas think-tank' last year to devise an extra attraction for the lead-up to the festive season.

More than 18,000 passengers were carried by the sell-out after-dark steam trains festooned with lights – and elves, grottos and the like were set up at points along the seven-mile scenic route to enhance the ambience.

Andrew Pooley, who was managing director of the Dartmouth Steam Railway & Riverboat Company when last year's Train of Lights notched up a sensational 'first' for the UK heritage sector, left his position at the same time after 11 years in the job. This year, he has set up a consultancy offering to help other major lines run similar trains this Christmas.

The North Yorkshire Moors Railway has announced its own brand, the 'Northern Lights Express'; the North Norfolk Railway is to run the 'Norfolk Lights Express'; and the Severn Valley Railway an as yet unnamed offering to be publicly unveiled on August 30.

All three have drawn on Andrew's experience at Dartmouth, but a fourth heritage line to light up in the same style, the Great Central Railway with its 'Winter Wonderlights' has used a separate video company, SLX.

The introduction of these trains represents something of a gamble by the lines involved – feedback from Dartmouth's initial season indicated

that more lineside tableaux were really needed to maintain interest and to provide power for these generators would be required. Accordingly, the line is spending around £50,000 on additional lighting this season, on top of the start-up costs from last year.

While such trains ideally will expand the running season for these lines and enhance the local tourist economies, there is, of course, a risk too that the services, which run from late November through until either side of Christmas, depending on individual lines, may be disrupted by poor weather, or by the fact that by and large these services are largely aimed at the same target market as Santa specials. Some families may be unwilling or unable to choose to travel on both: typically, costs for a family of four are around £100+ for either type of service. Finally, the light shows out in the countryside will require the use of generators in remote locations that may be difficult to service.

Hopefully, however, these events will become a permanent and lucrative addition to special events programmes around the country.

The NYMR's journey (pictured on preceding page) starts at Pickering station, from where the train, decorated by thousands of lights, runs through an enchanted forest,

transformed by a multitude of lights and surprises, to Levisham where there will be a 'dazzling' light show.

General manager Chris Price said: "The new event is going to be a light spectacular event, which will not only illuminate the North York Moors, but also engage a new audience."

At Loughborough station on the GCR, passengers will be greeted by friendly volunteers and guided onto the platform, before the lights are switched on and the train will come to life.

During the evening trip, passengers will see the historic stations and countryside transformed with snow, lights and all things festive. GCR chief executive Michael Gough said: "It promises to be truly magical."

On the Poppy Line, passengers will be treated to a light show from the comfort of vintage carriages, with illuminated festive scenes nestled along the line, as well as at Sheringham, Weybourne and Holt station.

NNR managing director Hugh Harkett, who witnessed a secret late evening trial operation on the train in June, said: "The train's external lights provide amazing technicolour effects for passengers as the train passes through the cuttings along the route."

He added that his line chose a

different title for the illuminated trains because it was considered the Train of Lights is the intellectual property of the Dartmouth line.

On the Severn Valley, the 'train of light' will be top-and-tailed with steam between Bridgnorth and Highley on Tuesdays (two departures) and Wednesday to Saturday (one departure), from the last week in November and all through December. Trains will run after dark and arrive back in Bridgnorth by 8.30pm.

These will supplement the separate all-new Santa trains from both ends of the line, with Santa on-board, trains terminating at Highley and also running in top-and-tail mode for a quicker turn-round. Trains from Kidderminster will be top-and-tailed by a steam and diesel locomotive, with those from Bridgnorth having two steam engines.

Christmas carol trains will still run on Saturday evenings from Kidderminster to Highley; and the Severn Valley Limited will still run a range of dining trains during December too, along with the education department's midweek Christmas Cracker trains aimed at young children's groups and schools.

All the other lines running illuminated trains will still operate their traditional Santa services in the daytime.

→ To book Train of Lights tickets for the Dartmouth Steam Railway, tickets are now on sale, telephone 01803 555872, visit www.dsrbchristmas.co.uk or call in person at the booking office at Queen's Park station, Paignton.

→ For the NYMR's 'Northern Lights Express', call 01751 472508 or visit www.nymr.co.uk/northern-lights-express

→ To travel on the GCR 'Winter Wonderlights', call 01509 632323 or visit www.gcrailway.co.uk

→ Tickets for the NNR's 'Norfolk Lights Express' can be bought on 01263 820800 or online at www.nnrailway.co.uk

→ Severn Valley tickets can be bought at 01562 757900 (option 1) or at www.svr.co.uk/TicketOffice.aspx



East coast meets south west: a Dartmouth Steam Railway-style illuminated festive season scenario will be replicated at Sheringham from November 20. NNR



The two resident Stanier 8Fs on the Great Central Railway have run together for what is likely to be the last time for many years. Ahead of the No. 48624's withdrawal for overhaul, it double-headed with No. 48305 on a passenger train over the weekend of July 27/28. No. 48624 received an extension to its boiler certificate in 2018. ALAN WEAVER

T9 and *Repton* to star in big GCR autumn gala

TWO visiting Southern classics will appear in the Great Central Railway's October 3-6 autumn steam gala, which also marks the heritage line's 50th anniversary – The National Railway Museum's T9 4-4-0 No. 30120, currently running on the Swanage Railway and V Schools 4-4-0 No. 926 *Repton* from the North Yorkshire Moors Railway.

With the T9's boiler ticket due to expire in September 2020, it could be the last time that the 'Greyhound' visits another line on its current ticket.

The gala will feature a busy passenger service on the Thursday, with the addition of freight trains on the Friday, and an intensive timetable on Saturday and Sunday, including

a frequent passenger service with goods trains and Travelling Post Office demonstrations.

Before then, the September 6-8 diesel gala will feature the sole-surviving Clayton Class 17 D8568 from the Chinnor & Princes Risborough and South Devon Diesel Traction's Class 25 D7535 as guests. D8568 is due to haul a special diesel fish and chip train on the Friday, pre-booking for which is essential.

They will run alongside the home fleet of Class 50 No. 50017 *Royal Oak*; Class 47 D1705 (on the Saturday and Sunday); Class 45 D123 (Saturday and Sunday); Class 37 No. 37714; Class 33 D6535 (Saturday and Sunday); Class 25 D5185; and Class 20 D8098.



Former Southam Cement Works Peckett 0-6-0ST *Liassic* and Yaxham Light Railway Bagnall 0-4-0ST No. 20 *Kidbrooke*, which is approaching the end of its 10-year boiler ticket, are seen in action during a 30742 photo charter at Lakeland's Threlkeld Quarry and Mining Museum on July 26, the day before the venue's annual steam gala. The venue near Keswick is currently laying an extension to its 2ft gauge running line. ROBERT FALCONER

Help buy a £50K point to unlock Torrington extension progress

NORTH Devon's Tarka Valley Railway has launched a £50,000 appeal to buy a right-handed 'King' point and accessories to lead from the 'main' line to the 'Up' side siding at its Torrington station headquarters.

The point is needed to complete the trackwork for Phase 1 of the line's extension programme. Four panels of track have been added, and a new Strail pedestrian level crossing installed, permitting the public to cross to and from the Tarka Trail. An emergency vehicle crossing has also been installed and the railway has now been securely fenced off from the trail.

A railway spokesman said: "This 'King' point will allow the running line to be extended to the first overbridge, the present limit of operations. It also means that the railway will be able to shunt vehicles to get them in the right order to start running

trains. The rail and sleepers needed to complete this first extension are already on site awaiting installation.

"It has taken years of planning but at last we are on our way. There is huge potential here, with the eventual long term aim being to reopen the line as far as Bideford, five miles away."

The number of volunteers has also seen a welcome increase over the past couple of years, with up to 20 present on Thursdays and many others undertaking administrative work off site.

→ If you would like to help the railway acquire the pointwork, send a cheque made out to Tarka Valley Railway to 'Tarka Valley Railway CIO', Torrington Station, Devon, EX38 8JD, or make an online transfer to Barclays Bank, sort code 20-04-59, Account No. 33321045 quoting 'King appeal'. *Advertisement : page 83.

China delegation visits GCR

A Chinese delegation of 40 business professionals from CRRC, the world's largest supplier of rail transit equipment, spent a day at the Great Central Railway in August.

The delegation has visited the UK for a month-long program as part of their studies at the International Business School Suzhou. After a round trip on the

heritage line, they were taken on a tour of the locomotive repair works before departing for Derby in the afternoon.

GCR marketing manager Michael Stokes said: "The graduates really enjoyed their day of travelling behind a steam locomotive and found it very amusing travelling at 25mph instead of 250mph!"

**HERITAGE
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It's all ours after 52 years!

By Robin Jones

A MILESTONE in the 52-year history of the West Lancashire Light Railway was passed on August 5, when officials completed the purchase of the line's freehold.

The purchase has finally lifted the threat of closure from the line between Preston and Southport.

It was in 1967 that six schoolboys, who were concerned at the disappearance of narrow gauge railways in the locality, decided to save some items, and leased a strip of land above the clay pits at Alty's Brickworks at Hesketh Bank, to use as their base.

In September that year, work began on laying the first 150ft of 2ft gauge track, using rails from the former

clay tramways and rough timbers as sleepers. The group then acquired rolling stock from nearby industrial sites, before building a locomotive shed and workshop.

In recent times, the railway was spurred into action to secure its line by the decision of long-term landlord Henry Alty Ltd to sell its site off Station Road.

The railway launched a £260,000 appeal to buy the land, and recently raised that amount with the aid of donations and loans.

A jubilant chairman Mike Spall said: "With the tremendous support given to us by our members, friends, neighbours and supporters, we have achieved our goal of raising the £260,000 required for the land purchase.



Jubilant officials and members of the West Lancashire Light Railway celebrate the completion of the purchase of the line's freehold on August 5. WLLR

"A dark cloud over the future of the railway has been lifted and we can now start to develop and invest in our popular heritage railway. Our visitors can expect to see great things in the coming years as our plans are rolled out."

The railway will now be looking at ways to improve the site and the 430-yard line's facilities. Immediate plans are for a new car park and toilet facilities, and it is hoped to replace some of the line's older structures with modern buildings.

However, funds still need to be raised to repay the loans for the land purchase.

The railway needs at least 160 monthly subscriptions of £10 for five years, to help pay off the loans. Full details and a list of incentives can be found at www.westlancsrailway.org/redevelopment

For one-off donations, cheques are invited to The Honorary Treasurer, West Lancashire Light Railway, Station Rd, Hesketh Bank, near Preston, PR4 6SP.

Minehead 'Readers Halt' outlet passes half-million milestone

TWENTY-ONE years after the Friends of Minehead Station launched a purpose-built outlet to sell second-hand books and other railway memorabilia, in order to raise funds for the station's ongoing restoration and maintenance, it has raised £500,000.

Readers Halt reached the figure at 10.50am on Saturday, August 3.

The enterprise was first suggested by the late David Perry, who said: "If we can take £10 a day, then we shall be laughing!"

Maintenance projects undertaken by the Friends during the period include building a new fence around the station; replacing the chimneys on the Grade II listed building previously removed for safety reasons; resurfacing the platform and locomotive yard car park; twice painting the very long canopy at the station; refurbishing the toilets twice; and looking after the flower beds and providing hanging baskets during the summer months.

Refits for the Buffer Stop shop and the Turntable Cafe plus two extensions to the storage space for Readers Halt stock have also been funded.

More recently, almost £100,000 has also been provided as a

one-off donation for projects elsewhere to help the railway's infrastructure with new track and bridge repairs between Minehead and Bishops Lydeard.

The Friends has been going for 23 years, and in that time has raised £600,000 including the Readers Halt contribution.

Friends chairman Martyn Snell said: "Little did we realise the huge financial tap which David Perry was opening at the time. He would be so proud to have seen what has been achieved in and around the station since Readers Halt first started in business.

"I am so grateful to everyone who has donated their unwanted items and time to us in any way to help keep the WSR station at Minehead looking spic and span!"



Readers Halt bookstall managers celebrate their first half million. FOMS

Two new 'cleaner' diesels ordered for Snowdon

THE Snowdon Mountain Railway (SMR) has signed a contract for two 'greener' replacement diesel locomotives to be built in time for next spring.

Five years ago the railway began looking into replacing its diesels, the first of which entered service in 1985. After extensive market research and specification development, Clayton Equipment Limited has been chosen as the preferred supplier.

The Burton-on-Trent-based firm specialises in bespoke hybrid battery-diesel locomotives for use in tunnelling, metro and mining and supplies more than 60 countries.

The new hybrid locomotives will be driven by high torque, maintenance-free electric motors and powered by a traction battery and diesel generator.

Because the SMR is an Abt rack-and-pinion line, the traction and braking is all taken through the pinions. On the descent from the summit, the diesel generator will be switched off while service braking recharges the battery ready for the locomotive's next ascent.

This configuration will lead to significant maintenance and fuel savings as the engines are lower power units than the existing diesel locomotives; are modern Euro Stage 5 compliant; will be quieter than the conventional diesel locomotives; and with the lowered emissions. It is hoped the reduced operating cycle will deliver significant fuel and carbon emission savings.

Furthermore, the new locomotives also allow for added passenger capacity. As part of the requirements



The signing of the contract between Snowdon Mountain Railway operator Heritage Great Britain plc and Clayton Equipment Limited for the two new diesels, with (left to right) Mike Robertshaw and Clive Hannaford. SMR

specification process, SMR engineers and operators investigated the possibility of carrying passengers on board a larger locomotive. The Clayton diesels allow up to an extra 12 passengers per train, allowing the railway to extend its existing service.

SMR senior engineering manager Mike Robertshaw said: "Investing in these two new hybrids is a great opportunity for the railway to move the fleet forward into the next generation. The proposal offered by Clayton allows us to push SMR into a new era of fuel efficiency, emission reductions and take a radical step forward for the business."

Asked how the extra 12 passengers will be accommodated and whether any artist's impressions are available, an SMR spokesman replied: "We will not be releasing images until the design is more defined. We will provide more detail in due course."



BR Standard 4MT 2-6-4T No. 80151 passes Rock Cutting with the 1pm from East Grinstead on August 13. The locomotive recently reentered Bluebell Railway traffic after a four-year overhaul. NICK GILLIAM

Do you have Britain's top S&T volunteer working for you?

A SEARCH for the UK's best volunteer signal or telecoms engineer working on a heritage railway is underway.

Every two years, the Institution of Railway Signal Engineers (IRSE) presents an award to those working in minor railway including heritage lines, tramways and industrial systems.

There is a £500 cash prize and a trophy for the winner, along with a year's free membership of the IRSE – and attendance at an industry-leading training school for one of the Minor Railways Section's technical training workshops, with £100 towards subsistence.

The IRSE is inviting nominations for members of heritage railways' signalling and telegraph staff and volunteers aged 16 and over.

Entry is free, and the award will be presented at the IRSE Minor Railways Section's autumn technical seminar in Kidderminster on Saturday, November

16. You do not have to be an S&T engineer to make a nomination.

Nominations are open to both individuals and groups and the nomination closing date is September 15.

→ A nomination form can be obtained by emailing mrsvisits@irses.org

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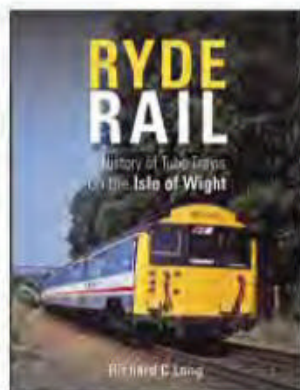
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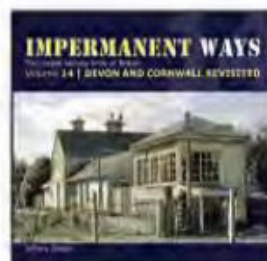
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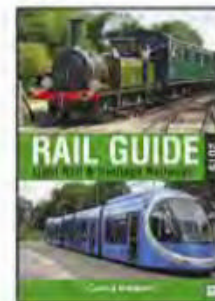


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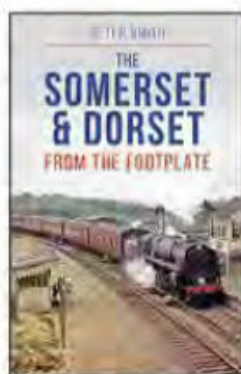


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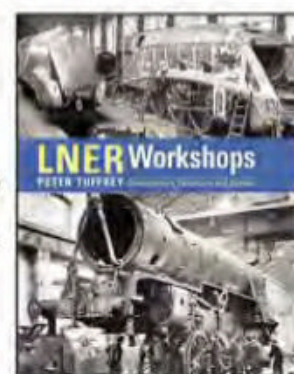


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Controversial Pacific restoration passes 'huge milestone' – now for the final push

By Geoff Courtney

ONE of the most troubled and controversial steam locomotive restorations in the preservation era is inching towards completion, following a successful boiler test hailed as a 'huge milestone' by the Pacific's custodians.

Former New South Wales Government Railways' 1943-built C38 class No. 3801, dubbed Australia's *Flying Scotsman* by enthusiasts down under due to its high profile and the public affection it generates, was taken off railtour duty at the end of 2007 for an overhaul that, at the time, was estimated at a cost of £1¼ million and initially expected to be completed in 2011.

However, the original optimism about the return of the state-owned streamlined locomotive soon disappeared as the magnitude of the task became clear, and the travails reached their peak when a brand new £600,000 boiler built for the Pacific by DB Meiningen of Germany – the company that built the boiler for A1 No. 60163 *Tornado* and is to build the boiler for P2 2-8-2 No. 2007 *Prince of Wales* – was rejected as 'not fit for purpose'.

In September 2015, it was announced that the new boiler would not be used, and instead the boiler that was fitted to No. 3801, when it was withdrawn from service at the end of 2007, would be overhauled. This decision caused incredulity and anger in some quarters, as this was a move many enthusiasts had advocated even before the new boiler was ordered.

The new, and seemingly unwanted



Reunited at last: The overhauled boiler of NSW Government Railways' No. 3801 is reunited with its frames in a test fitting at the Chullora works near Sydney in early July, nearly 12 years after the controversial restoration of the flagship streamlined Pacific was started. TRANSPORT HERITAGE NSW/ STEVE BURROWS

boiler is currently languishing in the open air in Newcastle, 100 miles from the state-owned works at Chullora near Sydney, where the Pacific is undergoing its much-delayed restoration.

After the decision to restore the old boiler was announced, Transport Heritage NSW, which is overseeing the locomotive's restoration, said the Pacific would return to service in the second half of 2017, six years after the overhaul should have been completed, but this proved to be a false dawn.

Last summer, Transport Heritage NSW chief executive Andrew Moritz said that it wasn't unrealistic to expect the locomotive to be ready for steam trials by the end of 2018, but again that proved to be an unrealistic expectation.

In January this year he expressed his disappointment that K&H Ainsworth

Engineering, the company contracted to restore the old boiler, had taken "far longer than expected" to complete the work.

Although it wasn't revealed at the time, *Heritage Railway* understands the contract was for delivery of the repaired boiler by the end of August 2017, exactly two years ago.

Last month however, Transport Heritage NSW announced that the boiler had successfully completed hydrostatic testing and had been transported the 120 miles from Ainsworth's works in Goulburn to Chullora and had been successfully test-fitted to the Pacific's frames.

Following this development, Andrew issued a brief statement to *Heritage Railway* in which he said he was "delighted" to finally see the boiler back at the Chullora works, adding: "It represents a huge milestone for the project, and allows us to now

focus on reassembling, testing, and commissioning the locomotive."

He declined to forecast when the restoration would be completed or what railtour duties No. 3801, which was withdrawn in 1962 and saved for preservation by the state government, would undertake once it was certified for main line operations, but 2021 would appear to be a realistic prophesy.

It may be nearly 12 years since the restoration started; eight years since it was due to be completed; four years since the change of heart and the decision to overhaul the old boiler rather than use the new one; two years since one amended return date and nearly a year since another; but few enthusiasts would gainsay the right of THNSW to describe the success of the boiler test and its reunion with the frames as a "huge milestone".

Build your own Great Central station in miniature thanks to Bachmann

NEARLY 50 years after revivalists began restoring Loughborough Central following the withdrawal of services in May 1969, Great Central Railway fans can again own a station of their own.

The Great Central Railway's October 3-6 autumn steam gala will include a special exhibition in the general waiting room to highlight all the work that has been carried out at the station since then.

When the volunteers began work half a century ago, they found windows were broken, drainpipes were rusted, lead had been stolen and dry rot was rampant. Since then, the booking hall and general waiting room have been restored and a major rebuild of the canopy

completed, among a multitude of smaller jobs.

Meanwhile, on June 14, at the start of the GCR's hugely-successful annual Model Event, sponsored by *Heritage Railway* publisher Mortons, Bachmann Europe Plc announced a new series of highly-detailed off-the-shelf OO scale models of component structures of Rothley station that in many ways are typical of those on much of the London Extension.

Each set consists of a high-level station entrance and staircase, a station booking office and canopy, a waiting room and toilet. Each model is hand-painted with features including etched windows and signs and separately applied detail parts

such as fire-buckets and lamps. Matching road bridges are also available to complete the scene.

The models have previously been available in pre-Grouping GCR green and cream livery, in which Rothley is currently presented. Due to popular demand, these models make a welcome return, along with the addition of two further

colour schemes – brown and cream, suitable for the 1920s-1940s and as Quorn & Woodhouse station appears today – and the maroon and cream of the 1950s-1960s when the line was under Midland Region control. The buildings are available from Bachmann stockists.



Rothley station in BR-era maroon and cream. BACHMANN

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Fastest and most famous launch the newest!

By Robin Jones

NEARLY six years after it last left its National Railway Museum home, Gresley LNER A4 Pacific No. 4468 *Mallard* saw daylight again on Wednesday, July 30, on its old stomping ground of the East Coast Main Line.

As part of the launch of modern-day operator LNER's new Azuma services between King's Cross, York, North East England and Edinburgh, the world's fastest steam locomotive, the centrepiece of the award-winning *Mallard* 75 celebrations in 2013/14 which marked the 75th anniversary of its 126.1mph world steam railway record run down Stoke Bank in Lincolnshire on July 3, 1938, was hauled by two DB Cargo Class 66 diesels from the York museum the short distance into platform 7 of the adjacent main line station.

There, *Mallard* was parked up for the launch ceremony, its iconic streamlined aerodynamic shape

inviting favourable comparisons with Class 800/1 Azuma No. 800113 alongside, the design of which has been modelled on the Japanese Bullet Train. The platforms were packed with onlookers, including media representatives for the launch.

LNER managing director David Horne, said: "This week marks a new turning point for rail travel in Britain with LNER's Azuma trains launching on our iconic route, connecting the region with Scotland and London.

Remembering the past

"LNER is unique due to our rich heritage of history-making people, trains and milestones. Sir Nigel Gresley, *Flying Scotsman*, *Mallard* and the famous speed records are part of the deep well of inspiration we draw upon to drive us further forward in creating new milestones for LNER.

"Azuma is a great example of how we are transforming rail travel, much in the same way our predecessors

have done, whether that be through the likes of the Class A4s, Deltics, HSTs or Class 91s. They've all been great trains that have served LNER passengers well over the years, and Azuma now continues that proud tradition of setting new standards in rail travel."

At 10.58am, the nine-car bi-mode Azuma formed a VIP special to ferry visitors to Darlington, where no less than A3 Pacific No. 60103 *Flying Scotsman*, which in 1934 became the first steam locomotive to officially reach 100mph, also on Stoke Bank, was waiting in steam to greet them, to continue the comparison with the finest of the past and a new continuation with the world-beating East Coast legacy, having made the short journey from the Locomotion museum at Shildon.

David added: "The original 'Flying Scotsman' service is much older than the locomotive of the same name, operating between London and

Edinburgh from 1862. Throughout its 157-year history, and through several different incarnations, the service has endured as a symbol of speed and excellence on the East Coast route. We are excited to be continuing that proud tradition."

NRM director Judith McNicol said: "I am honoured that *Mallard* and *Flying Scotsman* – two icons of British engineering from the steam age are appearing today in this unique event to welcome the next generation of high speed trains.

History-make moments

"As well as celebrating the rich and proud history of the ECML, it is important to tell the story of the modern rail industry and how the railways continue to shape our lives, connecting communities and bringing people together."

LNER director of communications Kate McFerran said: "We are working hard to innovate and create new history-making moments, and



Left: The first of the LNER past and modern-day: A3 No. 60103 *Flying Scotsman* greets the Azuma VIP special at Darlington on July 30. DAVID HARRISON/LNER



Right: The National Railway Museum's rail operations manager Chris Graham aboard *Mallard* at York station. NRM

NYMR's 'Yorkshire's Magnificent Journey' begins with coach moves

By Roger Melton

PREPARATIONS for the delivery of the North Yorkshire Moors Railway's £10 million 'Yorkshire's Magnificent Journey' project are now under way, with the construction of a 40-coach carriage storage shed at Pickering one of the early priorities.

Earth-moving machinery is now alongside the railway preparing the ground for the extensive modifications that need to be made to the track and signalling in this area and it has been decided to empty the long siding of the vehicles awaiting restoration that are stored there.

Several LNER carriages and pairs of spare Gresley bogies, owned by the

LNER Coach Association (LNERCA) and associated groups, have been moved to temporary, secure and covered storage at Spennymoor in County Durham for a period of up to two years, with the movement and storage costs paid by the NYMR.

They will return to the NYMR when appropriate, but not before the shed is finished – the projected completion date for which is May 2021. The carriages moved are all part-restored and it is hoped that it may be possible to carry out further work on them while they are at Spennymoor, if financial sponsorship can be found.

The carriages concerned are Thompson CL No. 88339, set to be assessed for necessary work to

restore it to NYMR traffic, which may be jointly funded by the LNERCA and NYMR; corridor third No. 23896, that was externally restored at Carnforth but now requires its interior rebuilding; and NER open third No. 945, which is almost complete after nearly 40 years of work but requires a new roof canvas and replacement Gresley bogies.

The remaining two vehicles are Thompson CK No. 18477, which in recent years has seen virtually the whole of its corridor side framing replaced under a grant from the Association for Industrial Archaeology and now requires the compartment side framing repaired and re-roofing as the roof boards have rotted; and Gresley open third

No. 24109, the first coach to be purposely acquired for the LNERCA's teak train project and which received a huge amount of attention by its owner, Colin Sykes, and others before efforts faltered and halted.

Colin has now donated the coach to the LNERCA and it may be given high priority for completion once it returns to the NYMR, given its high seating capacity.

In other LNER coach news, Gresley buffet No. 641 has recently been delivered back to the NYMR following a major overhaul at the Wirksworth, Derbyshire workshops of Lee Sharpe Engineering. No. 641 was the worst damaged of the coaches involved in the infamous vandalism attack of July 2017.



World record holder A4 Pacific No. 4468 Mallard stands opposite Class 800/1 Azuma set No. 800113 at York station on July 30. PAUL BICKERDYKE

Azuma is the first bold step towards delivering on that vision."

The Azuma, built in Durham by Hitachi, began operating on May 15, five months later than planned, with Leeds, Wakefield, Doncaster, Peterborough and King's Cross the first stations to be served. However, they were initially prohibited from running further north pending modifications to the signalling and power supply.

The following day, Thursday, August 1, saw the first public Azuma passenger services running from London to Edinburgh. The inaugural Edinburgh to King's Cross Azuma service was LNER's flagship 'Flying Scotsman' service departing from the Scottish capital at 5.40am, calling at Newcastle at 7.05am, before arriving into London at 9.40am. The inaugural northbound service departed King's Cross at 5.30am, before arriving into Edinburgh at 10.10am.

The inaugural northbound London to York service the same day departed King's Cross at 11.06am, before arriving at 1.29pm. The set then became the 2.02pm York to King's Cross service and arrived at 4.23pm.

To mark the start of Anglo-Scottish

operations, set No. 800104 was decked out in a special 'Connecting Scotland' branding featured a newly-created LNER tartan, designed by Ken MacDonald of Houston Kiltmakers in Paisley. The tartan colours combine blue for Scotland, red for England, white for the Yorkshire rose, purple for the heather of Scotland, green for the rolling hills and landscape along the ECML, and silver grey to represent the railway tracks.

LNER said that the Class 800s offer more seats, more legroom, better wi-fi, improved accessibility, greater reliability and faster journey times than the operator's existing trains.

Mallard's future

A raft of environmental benefits have been promised by the introduction of the Azuma fleet, said to be able to cut harmful emissions by 90% compared to the existing High Speed Trains, the first production example of which, as reported last month, has now entered the heritage sector. LNER has also said that the Azumas will reduce noise at stations and for communities living along their route.

While the NRM has said that *Flying Scotsman* will go for a 10-year

extension to its current boiler ticket when it expires, there are no plans at the present time to resteam *Mallard*. Restored to working order in the 1980s, it was last used in 1988 for a special from Marylebone to Banbury to promote a special commemorative postage stamp, the train being taken back to London behind a diesel with the A4 running on afterwards to Tyseley with its support coach.

There had been lineside speculation that *Mallard* might have been resteamed for the 75th anniversary of the run. However, then NRM director Steve Davies pulled off an unexpected 'Mission Impossible' master stroke by arranging for its two exiled sister in North America, No. 60008 (4496) *Dwight D. Eisenhower* and No. 4489 (60010) *Dominion of Canada* to be temporarily repatriated so that all six surviving 'streaks' could be lined up together.

Accordingly, three 'Great Gathering' events, for which *Heritage Railway* was the media partner, and which turned out to be one of the most successful and spectacular events both in the history of the museum and the railway heritage sector overall, were arranged to showcase the six, the last being

the 'Great Goodbye' at Locomotion in February 2014, before it was hauled back by rail to York a few days later in *Mallard's* last venture both on the ECML and out of doors until now. No. 4468 was also displayed at a special event at Grantham station in September 2013, the nearest point to its Stoke Bank feat.

Incarceration rumour denied

Uniformed internet speculation has suggested that *Mallard* could end up being permanently incarcerated inside the York museum as part of its redevelopment plans, but this was flatly denied by an NRM spokesman. He said: "*Mallard* has been integral to our displays since we first opened in 1975 and will continue to play a key role as part of our redevelopment. However, as the LNER event showed, we will always want to keep a degree of flexibility to enable us to be able to refresh displays and to take part in special events as they arise."

However, might No. 4468 be resteamed for a 'Mallard 100' event in 2038? The spokesman said that no plans had yet been made for such an event, "but it is very likely that we would want to mark such a significant date."

As it was due for a major overhaul at that time, it was withdrawn from service and sent to contractor Lee Sharpe Engineering as the NYMR did not have the capacity to tackle it at the time.

While at Wirksworth, the body has been lifted from the underframe to allow the rack plates (which were heavily corroded and lifting the body by rust build-up) to be replaced and the bogies have been overhauled and new tyres fitted to the wheels.

Inside, all the vinyl wall coverings have been renewed and the seats reupholstered. The gas-fired Stills boiler is also to be restored to working order and the NYMR's carriage and wagon staff are to re-varnish the coach.

An 'honorary' LNER carriage, Pullman brake third Car No. 79, which

was built for use on services on East Coast metals, has taken No. 641's place at Wirksworth, with Lee Sharpe contracted to rebuild the interior following replacement of the riveted steel roof.

At Pickering, LNERCA volunteers and full-time staff are collaborating on the overhaul of Gresley open brake third No. 43567, which has required extensive replacement of rotten timber roof boards and the fitting of a new roof canvas.

The body has been stripped back to bare wood in preparation for revarnishing.

Finally, at Pickering, LNERCA volunteers are nearing completion of their 'Gate Guardian', CCT No. 1306, which has received extensive repairs to its roof and doors and a repaint in LNER brown livery.



The LNER coaches in store at Spennymoor, with Thompson CL No. 8839 at the front: It is hoped to repair it while it is in store so it can return to service. Behind it, in this secure location that has no public access, are Gresley TTO No. 24109, Thompson CK No. 18477 and Gresley TK No. 23896. NICK STRINGER/LNERCA

Nameplate of fourth generation *Great Western* has date with the auctioneer

By Geoff Courtney

A FOURTH-generation *Great Western* nameplate – a name first used by the GWR nearly 175 years ago – is to headline an auction at Pershore on November 16.

It is from Castle class No. 7007, a landmark locomotive that emerged from Swindon in July 1946 and saw service until February 1963, when it was withdrawn from Worcester (85A).

The 4-6-0 entered traffic as *Ogmore Castle*, but in January 1948, as the nascent British Railways was still finding its feet, it was renamed *Great Western*, with a 'Castle Class' appendage beneath, in recognition that it was the last express steam engine to be built by the GWR at the world-famous works.

The first locomotive to carry the iconic name was a one-off broad

gauge prototype, built at Swindon in April 1846, coincidentally almost exactly 100 years to the month before No. 7007. This prototype, the first engine to be built in its entirety at Swindon, including the boiler, started life as a 2-2-2, but was soon rebuilt as a 4-2-2. It was withdrawn from the then Paddington shed in December 1870 with a comparatively low 370,687 miles on the clock.

Eighteen years later the name was given to another broad gauge engine, a Rover class 4-2-2 that was one of the last three locomotives to be out-shopped by Swindon as non-convertibles, meaning that once broad gauge ended in 1892 their service days were over. Thus, this second *Great Western* operated for a mere four years, but at least it entered the GWR history books when, on May 20, 1892, it hauled the last broad gauge Down 'Cornishman' on its first leg to the west country from Paddington to Bristol.

In March 1892, Dean single 2-2-2 No. 3012 was built at Swindon and initially unnamed, but towards the end of the following year it became the third locomotive to be given the *Great Western* name, shortly before it was rebuilt as a 4-2-2.

Its withdrawal came in May 1909, and the name was unused for more than 38 years, throughout the post-Grouping, pre-Nationalisation era, before it was bestowed on



Looking great: The driver and fireman of immaculate GWR No. 7007 *Great Western*, one of whose nameplates and cabside numberplates are coming up for auction on November 16, eye the photographer at Oxford on June 16, 1953. TRANSPORT TREASURY

Display at West Cumberland Railway Museum to commemorate the 150th anniversary of the opening of the Solway Firth viaduct

By Geoff Courtney

THE 150th anniversary of the opening of a feat of British railway engineering that linked England and Scotland, but ended its days as a clandestine route for Scottish drinkers who wanted to beat their country's Sunday drinking ban, is to be celebrated by West Cumberland Railway Museum.

It was the Solway viaduct, which was opened by the Solway Junction

Railway exactly 150 years ago, on September 13, 1869. Built at a cost of £100,000 – about £11 million today – the trestle-like structure, which crossed the Solway Firth, was just over a mile long, making it the longest viaduct in Europe.

Originally planned to comprise 80 spans and include a section that would open to allow the passage of ships to Port Carlisle further inland, the final design was of 193 spans,

each consisting of five hollow cast iron columns, while the opening section was never incorporated due to the increasing importance of the coastal port of Silloth to the south. Nearly 2900 tons of cast iron and more than 1800 tons of wrought iron were used in its construction.

The 24-mile railway itself, which ran from Kirtlebridge on the Caledonian Railway to Brayton on the Maryport & Carlisle Railway, took four years to build, as the task was exacerbated by not only the viaduct construction, but also the challenge of building a 1¼-mile section over peat moss that was described as being unsafe for even cattle and horses, let alone a railway.

Once open, the viaduct doubtless became a source of fascination due to its status as Europe's longest viaduct and its visual impact stretching more than a mile over the water, but away from the public gaze, financial storm clouds began gathering almost as soon as the railway opened.

West Cumberland Railway Museum owner Peter Rooke, who has researched the area's local economy and its railways in the Victorian era, explained that the line's *raison d'être* was the demand by the Scottish iron and steel industry for iron ore mined in Cumberland, which amounted

to more than 100,000 tons in 1864. "However, the railway's timing was poor, as between 1868 and 1874 numerous ironworks opened in west Cumberland, which meant less iron ore traffic for the new railway to Scotland," he said.

As a result, said Peter, the six-mile Scottish section of the line between Kirtlebridge and Annan was sold to the Caledonian Railway in 1873 for just over £84,000, but the situation deteriorated further when cheap iron ore from Spain began to be shipped into Ayrshire.

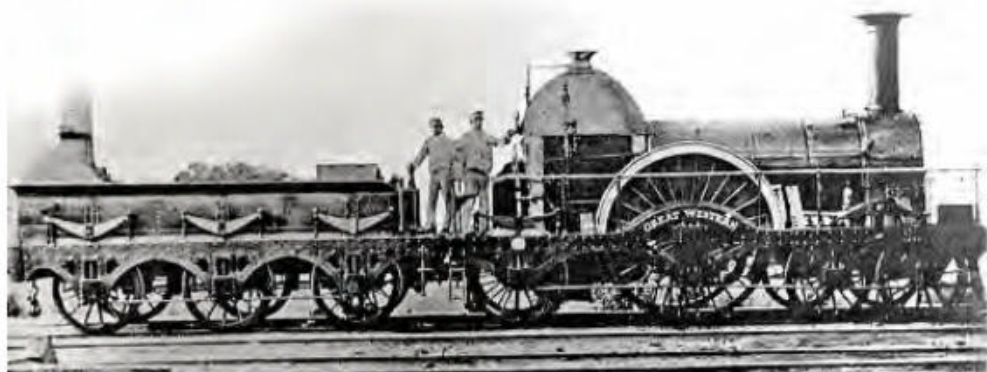
If the railway's directors thought matters couldn't get worse they were soon to be disappointed, for in the winter of 1874/75 some of the viaduct's columns had to be replaced due to cracking caused by water getting inside and expanding in freezing conditions.

Tay bridge disaster

Even more concerning was the Tay bridge collapse of December 1879, which killed 75 people. The Solway Junction Railway viaduct had been designed by James Brunlees using similar methods and materials to the bridge over the Tay, which had been designed by Sir Thomas Bouch, and such was Brunlees' standing that he appeared as an expert witness



Bridging the gap: A mixed train comprising a single carriage and a four-wheeled goods van, approaches Bowness in 1910 after travelling over the Solway viaduct which, when opened in September 1869, was the longest viaduct in Europe. CUMBRIA IMAGEBANK



Early days: The first GWR locomotive to be named *Great Western*, and the first to be built in its entirety at Swindon, was a broad gauge 2-2-2 that entered traffic in April 1846. This pioneer loco, seen here after being rebuilt as a 4-2-2, was withdrawn from Paddington shed in 1870.

Castle class No. 7007, and it is one of these plates that is going under the hammer on November 16 at a GW Railwayana auction.

Simon Turner, who will be wielding the hammer, said: "The name has been an iconic and integral part of the Great Western Railway's history since the company's very earliest days at Swindon, and we are delighted to be putting it under the hammer." He said the plate, which will be making its auction debut, would be accompanied by the matching 7007 cabside numberplate, although this is being sold separately.

The highest auction price paid for a GWR nameplate is £45,000 for *King Edward III* from No. 6022, at a Sheffield Railwayana sale in December 2002, and although *Great Western* is expected to make a strong showing on November 16, Simon accepts this



Name and number: The *Great Western* nameplate and cabside numberplate going under the hammer at Pershore on November 16. GW RAILWAYANA

record may not be beaten, although some believe it could be under threat.

Great Western was not the only nameplate commemorating a pre-Grouping railway company during the 1950s, as five LNER A1 class Pacifics – Nos. 60113, 60147, 60156, 60157 and 60161 – were named respectively *Great Northern*, *North Eastern*, *Great Central*, *Great Eastern* and *North British*.

→ Geoff Courtney's *Railwayana* column is on pages 68-69.

in the inquiry into the Tay disaster, in which he blamed the failure on shoddy workmanship and poor design by Bouch.

Such a fierce condemnation must surely have come back to haunt Brunlees, for in the first months of 1881 his own Solway viaduct partly collapsed following Arctic weather conditions that caused the upper Solway to freeze, leading to ice blocks 6ft thick.

"When they thawed at the end of January blocks of ice started to flow down the Solway at 10mph and knocked into the viaduct's piers," said Peter. "After initial minor damage, 44 pier sets had been demolished by February 3 and more than 300 individual pillars, resulting in two breaches in excess of 300 yards."

Unlike Sir Thomas Bouch, who was so vilified after the Tay bridge disaster that he died a broken man 10 months later, Brunlees received no criticism after the Solway viaduct collapse, although stricter rules were introduced over the use of cast iron columns in bridge construction.

Repairs to the Solway viaduct commenced in the summer of 1882, and freight returned in August 1883, with passenger traffic following nine months later. However, the Solway Junction Railway continued to lurch from one financial crisis to another. In 1889, the decision was made to allow the Caledonian Railway to obtain a controlling financial interest, with full amalgamation in 1895.

After a mini-revival during the First

World War due in part to additional coal traffic north to Scapa Flow to fuel the British Fleet, in 1921 an estimated £70,000 repair bill was the viaduct's death knell. The Caledonian Railway ceased its use and the structure was formally declared defunct by the newly-formed LMS in 1923.

In 1933 the Glasgow ship-breaking firm WH Arnott Young & Co – which in the late-1950s and early Sixties took on the cutting-up of BR locomotives, including ex-LNER A3 Pacifics – won the tender to purchase and dismantle the viaduct. It completed the task by November 1935, but in the decade before then the structure earned its keep for a non-railway purpose, as Peter explains: "Scotland was still 'dry' on Sundays and after closure, the viaduct became well-used by pedestrians wandering over from Annan to sample the liquid delights of Bowness. There was the occasional mishap too – such as when an intoxicated individual disappeared off the viaduct without trace."

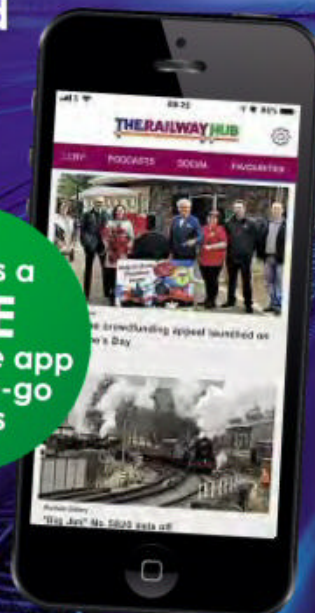
Peter, who opened the West Cumberland Railway Museum in St Bees in 2016, said the exhibits commemorating the 150th anniversary in September of the viaduct's opening would include an 1865 'cutting the first sod' medal; an 1867 Act of Parliament; a Midland Railway map of the line and its connections; a Caledonian Railway asset plate from the era of its ownership; a signalbox nameboard from Brayton at the southern end of the line and other signalling equipment.

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Mapped out: A map of the Solway Junction Railway, which ran from Kirtlebridge in Scotland to Brayton in Cumbria, and other lines in the region. WIKIPEDIA COMMONS

Sharpness revivalists bid to reopen station last used 140 years ago

By Robin Jones

THE Vale of Berkeley Railway has applied for planning permission to build its first station.

The nascent heritage line wants to run services on the branch between Berkeley and Sharpness, which lost its passenger services under the Beeching Axe, and it is seeking to rebuild Newtown Road station – which closed as early as 1879.

The station became redundant when a new one was opened at nearby Sharpness. However, its location can be seen from the brick footings that remain visible.

The branch, which was built by the Midland Railway and later became jointly owned with the GWR, has remained intact and in recent times it was used only for nuclear flask trains serving the now-disused Berkeley power station and operated by Direct Railway Services

The Vale of Berkeley Railway, which was established in 2013, and which currently operates out of an old engine shed at Sharpness Docks, has asked Stroud District Council for permission to rebuild a 110-yard passenger platform at the site of the original station.

The proposed platform will be accessed from the existing Severn Way public footpath crossing that will link the reborn station with the proposed car parking spaces. A reinforced blockwork wall will be built along the line of the platform edge closest to the track and faced with masonry slips to replicate the original.



Sixty years since it was built and looking as good as new: The Vale of Berkeley Railway's first operational motive power of its own, Class 03 D2069, at its Sharpness base. VOBR.

The plans include a platform shelter, which will be a sympathetic wooden structure to provide passengers with a waiting area.

The car parking area is an overgrown disused plot of land between the original and new road alignments of the main access road into Sharpness Docks.

A landmark for the revivalists came on July 31 when BR Class 03 shunter D2069 moved under its own power for the first time at the group's Sharpness base after a four-year overhaul carried out entirely by volunteer members.

The locomotive was built for light shunting duties at Doncaster in 1959, one of around 230 of its class

produced there and at Swindon. However, the work for which they were designed had largely disappeared by the 1980s and many were scrapped.

D2069 survived by being sold into private ownership as a working shunter in Vic Berry's Leicester scrapyards between 1984 and 1991.

In a very run-down condition, it was bought by haulier Andrew Goodman and spent the next 20 years at the Gloucestershire Warwickshire Railway's base at Toddington.

Members of the Vale of Berkeley Railway began its overhaul at Sharpness in April 2016 under the direction of Frank Wooldridge with a full strip-down of its Gardner

diesel engine. Subsequent work on it has ranged from total rewiring, body panel replacement and the installation of new jackshaft bearings to the refurbishment of the vacuum brake gear and repainting.

The locomotive was displayed at the Gloucestershire Vintage and County Show at South Cerney over August 3-4, afterwards being taken to the Dean Forest Railway for shake-down trials and running-in before being hired out for industrial use pending the proposed opening of the Vale of Berkeley Railway for heritage trains.

Elsewhere, the revivalists are urgently trying to raise money to buy two redundant Midland Railway signalboxes from Network Rail, along with associated signalling equipment, for re-use at Oldminster Junction and Berkeley station.

The heritage line is facing a race against time to agree the purchase of the 'boxes before they are demolished, and officials have launched a fundraising appeal.

→ Anyone wishing to donate to the appeal is invited to make cheques payable to 'Vale of Berkeley Railway', adding 'VoBR Signalling Fund' to the back of the cheque, and send it to Vale of Berkeley Railway, The Old Engine House, The Docks, Sharpness, Gloucestershire GL13 9UD.

Anyone preferring to make a donation through BACS is asked to use the reference 'SignalFund', sort code 77-68-59, account number 01761360, account name Vale of Berkeley Railway.

The original Wells & Walsingham Light Railway (WWLR) steam locomotive, 0-6-0 *Pilgrim*, has returned to service on the Watford Miniature Railway after significant boiler work for the first time in over seven years. It is seen in action double-heading with resident *Marri* on August 7, its first day back in service. *Pilgrim* was built by David King in 1982 for the WWLR and later spent many years on a touring portable railway, before ending up at the Knebworth Park Railway. Returned to the WWLR in 2014, it has joined the Watford fleet to celebrate the 60th anniversary of the 10¼in gauge line in Cassiobury Park this year, and will be a star of its September 28-29 heritage gala weekend, marking the end of the current running season.

SIMON MULLIGAN/WMR





Hunslet Austerity 0-4-0ST No. W132 Sapper approaches Bitton, where Class 31 D5518 is waiting on August 4, during the Avon Valley Railway's celebrations to mark the 150th anniversary of the opening of the Midland Railway's Mangotsfield to Bath line. ADAM ASHFORD/AVR

Five return on Moorsline in a year

By Roger Melton

THE North Yorkshire Moors Railway is on course to set a new heritage era record by steaming as many as five locomotives this year following major overhaul, although the figure is swollen by the inclusion of USATC S160 2-8-0 No. 2253, for which the majority of the work was done elsewhere.

Their returns follows on from 2018 when three locomotives, 'Black Five' No. 5428 *Eric Treacy*, J27 No. 65894 and Q6 No. 63395 all returned after major work. The first of this year's crop was Lambton 0-6-2T No. 29, which was first steamed in early July following the fitting of a new cylinder block and a light boiler overhaul to reset its 10-year ticket. It was then followed by No. 2253,

which had been largely restored on Teesside but moved to the NYMR for running-in trials before moving to the Dartmouth Steam Railway on long-term hire.

Third to be steamed was S15 No. 825, lit up for the first time in six years on July 29. During its first steam test it was found that the left-hand main steam pipe joint on top of the cylinder block was leaking and several other small jobs needed attention, necessitating removal of the left-hand smoke deflector to access the troublesome joint. The locomotive was resteamed on August 8 and taken up to full boiler pressure and safety valves set, after which it made its first tentative moves around the shed yard and was expected to begin running in trials shortly after.

Two more locomotives are expected to return to steam this year, hopefully in time for the September 27-29 autumn steam gala. BR Standard 9F 2-10-0 No. 92134 has had its unique single chimney fitted and the various smokebox fittings reassembled, together with work on its hired-in tender. Boiler work is nearing completion on Cockerill 0-4-0VBT tram engine *Lucie*, with the boiler inserts that contain the washout doors welded in.

With all these overhauls nearly finished, thoughts are turning to the next crop, with BR Standard 4MT 4-6-0 No. 75029 ready and waiting in the repair shed. Also, WD 2-10-0 *Dame Vera Lyn* has been split from its tender and seems likely to take up residence in the Deviation Shed.

Crich to celebrate 60th birthday in style!

By Gareth Evans

CRICH Tramway Village, the home of the national tramway museum, is to mark the diamond jubilee of its establishment by the Tramway Museum Society with a bumper gala on September 21-22.

An intensive tram service with all operational tramcars is

planned at some point over the weekend. Subject to availability, the operational fleet is set to include: Blackpool Standard 40; Blackpool & Fleetwood 'Box' 40; Blackpool 166; Blackpool 167; Blackpool 630; Blackpool 762; Berlin 223 006-4 (Access Tram); Chesterfield 7; Glasgow 22; Leeds 345; Leeds 399;

Leeds 180; Liverpool 869; London County Council 106; MET 331; Oporto 273; Sheffield 74; and Sheffield 510.

Other activities include photographic line-ups on the depot fan, the vintage Barnsley bus in operation, Whetstone Models in operation in the Exhibition Hall, live music and guided tours.

Additional Class 117 DMU trailer car for Toddington

GLOUCESTERSHIRE Warwickshire Railway-based Cotswold Diesel Railcar Limited (CDRL) has boosted its DMU fleet with the purchase of a Class 117 trailer car.

W59505 will be used to enhance the current Class 117 three-car set

once some interior and exterior repairs have been completed.

Built by Pressed Steel in 1960, the Trailer Composite Lavatory previously formed part of Haymarket set No. 117 311.

Stored by then owner Angel

Trains at MoD Shoeburyness after withdrawal, it was purchased in February 2001 by the Territorial Army to provide DMU maintenance/overhaul experience. The chocolate and cream-liveried car was acquired by CDRL from Long Marston.

IN BRIEF

→ No. 7828 *Dinmore Manor* is to be one of the guests at the Battlefield Line's October 18-20 50th anniversary gala. Another guest was being sourced as we closed for press.

→ THE South East Locomotive Group's Class 33 No. 33063 *R.J. Mitchell* is to be the star guest at the Dean Forest Railway's September 13-15 gala, which will also feature recent arrival, the Vale of Berkeley Railway's Class 03 D2069 (picture, page 42) alongside the home fleet.

→ THE Tallylyn Railway's Young Members Group 'took over' the line on August 10-11, driving and firing the locomotives, working the blockposts and guarding the trains. The railway teamed up with TV presenter and historian Tim Dunn to live stream throughout the Saturday.

→ THE Great Western Society's 47XX Project group has signed a contract for the cutting and supply of the entire set of running boards for its new 'Night Owl' mixed traffic 2-8-0 No. 4709.

→ REVIVALIST organisation Combe Rail has applied to lay a 10m 'demonstration' track panel on the former Barnstaple to Ilfracombe line at Slade in Ilfracombe. Combe Rail, set up in 2015, aims to preserve the heritage of the line that closed in 1970 and has plans to open a light railway service called TawLink.

Bursledon line set for closure

UNCERTAINTY surrounds the future of the Hampshire Narrow Gauge Railway Trust, which will lose its home of 22 years at Bursledon Brickworks at the end of this year.

It was hoped to have a final running day on the 2ft gauge line in October. A statement said: "The future for HNGRT is up in the air. Trustees are looking at ways to ensure a bright future for the trust's assets."

Type 1-3 diesel theme day at ELR

THE East Lancashire Railway is holding a Type 1-3 Theme Day on Saturday, September 21.

The intensive all-diesel passenger services are set to feature Class 14 D9531, Class 24 D5054, Class 25 D7629, Class 33 No. 33109, Class 35 D7076 and Class 37 No. 37109.

The event begins at 10am and runs until 4pm. The Trackside Bar pub at Bury Bolton Street station will also be open from 10.30am to midnight.

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Teenage vandals 'tried to derail' Worth Valley train

By Robin Jones

A SUMMER spate of wanton and mindless vandalism has again hit the heritage sector – with several venues targeted and an apparent attempt made to derail a train.

CCTV footage on cameras operated by both the Keighley & Worth Valley Railway and the Bahamas Locomotive Society caught a gang of youths aged 16-17 running around Ingrow station yard in the early hours of Wednesday, July 30. They threw sleepers on to the track, smashed windows on Ingrow station's Learning Coach and knocked over metal barriers that are used to stop visitors falling on to the line.

Society chairman Keith Whitmore, who blamed boredom for the culprits' motive, said: "There were sleepers across the track and bits of workshop material from behind our shed.

Obviously it was a deliberate attempt to derail a train.

"We would have seen it the next morning so an accident wouldn't have happened, but it could have been quite serious. What's disappointing is they've attacked an educational resource that is much-used by local people, youth groups and schools."

ELR and GCRN hit too

At around 1.45pm on Friday, July 26, an object was thrown at a window in a converted wheelchair access coach in a train hauled by a diesel from Bury Bolton Street to Heywood on the East Lancashire Railway.

A group of youths were spotted trespassing on the railway's land in the Darnhill area around the time. Nobody was hurt as the carriage, which had been converted four years ago, was empty. The damage

will cost more than £300 to repair, it was estimated.

ELR general manager Tracey Parkinson said: "We are a registered charity that survives off the hard work and generosity of volunteers and supporters; and seeing our wheelchair accessible carriage subjected to a vandal attack is very upsetting for us all.

"We have now informed the police who are dealing with the incident. We have a strict stance on trespassing and vandalism and any persons caught doing so will be prosecuted."

The Great Central Railway (Nottingham)'s Ruddington site was targeted for the second time in three months on or around Thursday, August 8, with six carriage windows being smashed.

On the evening of April 29, around £80,000 worth of damage was

caused when more than 100 carriage windows were smashed.

Two teenage boys were arrested on suspicion of criminal damage. However, they were later released on conditional bail.

King's Lynn line targeted

On the morning of Friday, August 2, it was discovered that the King's Lynn and District Society of Model Engineers headquarters had been broken into, with windows in the ticket office smashed and wooden panels kicked in.

The society's 7½in gauge line, which has a two-platform station, turntable, tunnel and engine shed, runs through the grounds of Lynnsport and is next to a skate park.

Member Mike Lambert said: "We are totally disgusted because there is no material or financial gain from doing it."

Tributes paid after the loss of second Bodmin former BR footplateman

THE Bodmin & Wenford Railway is mourning the passing of its traction inspector Tony Hallworth.

Ten years ago, the heritage line had four ex-BR firemen on its steam driver roster, a tremendous benefit with their professional knowledge and experience being passed on to the trainee footplatemen. Three of them were ex-Southern Region staff, yet they ended up working on a GWR branch line.

Gerald Smallacombe retired in 2010, having spent all his BR career working from Okehampton shed.

Trevor Knight started his career as a teenager at Bude and Okehampton

sheds, before moving on to Salisbury and transferring to diesels in 1967. He died last December, aged 77, with many past and present railwaymen from the south west attending his funeral in Bude.

Tony Hallworth died at his home in St Mabyn in early August after a long illness, aged 74. Also as a teenager, Tony signed on as a cleaner at Wadebridge and remained there until the demise of the Southern's North Cornwall Line.

He rapidly rose to fireman status, such were his footplate skills and dedication to the job. He crewed all that 72F had to offer, from the three



The late Trevor Knight (left) is pictured with guard Peter Galassini on the line's 'Your Railway Needs You' recruiting poster. BWR

Beattie well tanks, through the O2s and T9s to the West Country Pacifics.

His favourite turn was the Wenfordbridge freight-only branch,

following the idyllic River Camel, or as he called it "God's own valley".

The line's press officer, Jimmy James, said: "Always a strong character, and as the BWR's traction inspector, he was much respected and a friend to us all.

"He and Trevor also volunteered at the Swanage Railway, ever eager to get their hands on their beloved Bulleids. They are and will be sadly missed."

Courtney Berryman is now the BWR's only former BR fireman still on the roster. He was based at Truro shed up until the end of Western Region steam.

A young Tony Hallworth on a T9 4-4-0 at Wadebridge, then on GWR 2-8-0T No. 4247 (not his favourite engine) at Bodmin General in 2015. BWR



Unique West Somerset mogul back in traffic

By Robin Jones

THE West Somerset Railway's 'own' mogul has returned to traffic following its second overhaul on the line.

In mid-July, No. 9351 underwent some gentle running-in, firstly double-heading with other locomotives, and then on its own, resolving some of the usual glitches and leaks.

No. 9351 started life on the line as an unrestored 1934-built GWR prairie tank, No. 5193, obtained from the defunct Steampoint museum at Southport.

At Minehead, it was decided that rather than restore 'yet another' GWR 2-6-2T, a type generously represented in preservation, it would be beneficial to turn it into a tender locomotive.

West Somerset class

The railway worked out that by adding a tender and turning the Prairie into a 2-6-0, it would create a locomotive similar to the GWR 4300 and 9300 class types that regularly worked over the Minehead branch during the steam era, and only two of which made it into preservation.

While it looks at a glance to be exactly like a GWR mogul, with outside steam pipes, lever reverse and flanged motion bracket, it is a new



Ryan and Liam Pope with the West Somerset's 'own' mogul, No. 9351, now running again. WSR

class of locomotive – a type that was considered on several occasions by the GWR but never even reached the detailed design stage.

Both Churchward and Collett considered building a small-boilered mogul as lighter version of the 4300 and 9300 classes, but the weight saving was not considered sufficient to take the idea further.

WSR officials worked out that the cost of turning it into a 2-6-0 was found to be not much more than restoring it as a 5101 class Prairie, of which 10 survive in preservation.

Unveiled in 2004, it is not labelled as

a new GWR type, but a West Somerset Railway class and its recent overhaul has been a truly collaborative venture.

Resident fleet boost

The boiler was overhauled at LNWR Crewe and the bottom end at Minehead in the WSR plc workshops. In order to get it ready quickly in time for the main season and to reduce the reliance on hired in engines, the re-assembly of all the main constituent parts and the refurbishment of a suitable tender were completed at West Somerset Restoration, part of the West Somerset Railway Association (WSRA) in Williton

Works. The total cost of the reassembly and tender work was just short of £30,000, funded by the WSRA with donations from the many supporters of the railway.

WSR traction inspector and 6024 Society engineering manager Colin Henderson acted as liaison officer between the WSR plc and West Somerset Restoration, and both Ryan and Liam Pope of West Somerset Restoration, who led on the final project to complete the loco, accompanied No. 9351 during the light engine move back to Minehead on July 12.

Lough Swilly Railway returns to Buncrana thanks to youth club's mural

By Hugh Dougherty

THE Londonderry & Lough Swilly Railway has made a return to Buncrana, 66 years after the company's last narrow gauge train ran into the Donegal seaside resort in 1953, and 155 years after the first, 5ft 3in gauge Swilly train opened the line in 1864, before it was converted to 3ft gauge in 1885.

Members of local youth club, Foroige, have painted a mural at a derelict site on the town's Main Street, to reflect Buncrana's heritage and character. They chose to depict 4-8-0 No. 12, and the viaduct that carried the Carndonagh extension line behind the town from 1901, until its closure in 1935.

The choice of No. 12 is rather odd, as the Hudswell-Clarke locomotive almost certainly never visited Buncrana during its working life between 1905 and 1953, as it

operated almost exclusively over the Letterkenny and Burtonport Extension Railway on trains from Derry to Burtonport, having been built to complete the 73-mile journey without the need for coaling and watering en route.

The Derry-Buncrana and Buncrana-Carndonagh services were the domain of the company's smaller 4-6-2Ts and one of these might have been a more appropriate subject for the mural.

Also depicted are two local means of transport with Lough Swilly Railway links. The Rathmullan Ferry was operated by the Swilly between 1923 and 1952, while the bus in the mural belongs to local bus firm McMonagle's. It took over the Derry-Buncrana route after the Londonderry & Lough Swilly Railway Company went into receivership in 2014, and its buses that had replaced the trains in 1953, were withdrawn, marking



Lough Swilly back in Buncrana: The new mural showing 4-8-0 No. 12 and the Carndonagh line viaduct.

the end of 150 years of public transport service to Buncrana by the Londonderry & Lough Swilly Railway Company.

A spokesman for Foroige said: "We felt that Buncrana owes its existence as a seaside resort to the railway, which brought vast numbers of excursionists in from Derry, so we wanted to depict

the railway on the mural along with other symbols of the town to ensure that Buncrana's status as a railway town and the Lough Swilly Railway are not forgotten."

The original railway station of 1864 is still in use as a restaurant and pub and parts of the viaduct shown on the mural survive close to its location on the Main Street.

School days revisited at Moseley 50th

THE Moseley Railway Trust will mark its golden anniversary with a gala at the Apedale Valley Light Railway (AVLR) on September 21-22.

It was in 1969 when a teacher at a school in Cheadle, near Stockport, had the idea of building a railway as an educational project.

The first railway consisted of a few yards of track, a tramcar converted from a wagon used at a brickworks, and a horse called Tim, which provided the motive power.

The railway moved to another nearby school in 1970. The school railway closed in 1998, and the organisation subsequently relocated to the Potteries and created today's AVLR.

Gala highlights include visiting Stafford, 1917-built Bagnall 0-4-0ST *Kidbrooke* from the Yaxham Light Railway and the debut on passenger trains of new-build 0-4-0T *Edgar* of 2017.

For one weekend only, and subject to completion of the necessary approvals work, visitors will be able to ride on the normally non-passenger World War One Field Railway. This operation will aim to recreate the experience of passenger trains back at the school railway in Cheadle, with small diesels hauling coaches converted from industrial wagons.

GCR 'Barnum' bogies sent for overhaul

THE Great Central Rolling Stock Trust has sent a pair of Great Central bogies from under its under-restoration 'Barnum' open third No.228 to Nemesis Rail of Burton-on-Trent, which is sponsoring its overhaul.

The coach is one of four 'Barnums' in the care of the trust, which is based at Ruddington on the Great Central Railway (Nottingham), the other three being open thirds, including No. 666, which is part of the National Collection. These three are in store awaiting their turn for restoration once No. 228 is completed. All were built in the 1910/11 period.



LBSCR Stroudley A1X 'Terrier' 0-6-0T No. W11 *Newport* at Smallbrook Junction on the Isle of Wight Steam Railway on August 11. JOHN STORER

Welshpool numbers boosted thanks to new disabled lifts

By Robin Jones

THE Welshpool & Llanfair Light Railway marked the successful completion of the line's ground-breaking 'Disability First' project with a ceremony on July 28.

The project at Llanfair Caereinion station aimed to improve access to trains for wheelchair-bound passengers. At the time, the restricted dimensions of the narrow-gauge rolling stock and the use of wheelchair ramps meant that only manual wheelchairs could be accepted on its trains.

The line was awarded £42,500 in 2016 as part of the £1 million Heritage and Community Rail Tourism Innovation competition, run by the Challenge Fund of the Department for Transport and the Rail Safety & Standards Board.

Enhanced experience

The funding was invested in two specialist wheelchair lifts, which were based at its two terminal stations and immediately proved both more comfortable for visitors to use and easier and safer for the volunteer train crews to operate.

Phase two of the project, managed by railway member Philip Crook, saw the line's two former Hungarian State Railways bogie carriages Nos. 418 and 430 sent for modifications at specialist Rampart Engineering in Barrow Hill, near Chesterfield.

Each carriage had one of its end balconies extended to allow access to larger wheelchairs now used by most people with mobility issues. The doors and internal layouts of the carriages were also changed and former fixed seating replaced by tip-up versions.

"The new seats allow total flexibility which was an important part of the project," said general manager Charles Spencer. "We want our less-able travellers to enjoy a fully inclusive journey, not segregated into their own compartment."

Both carriages were repainted too, with funding from the railway's resources, while the grant also covered the building of accommodation for the wheelchair lifts when not in use and advertising and media coverage in publications catering specially for the disabled audience.

One of the modified carriages went into service in 2018 and the other joined it in time for the start of the current season. The railway has since seen a significant increase in the number of people visiting who would not otherwise have been able to travel. Comments on the lifts and carriage space have been universally positive.

Charles added: "It has not just been wheelchair users who have welcomed the changes. Many less able-bodied visitors, those using

walkers or canes for example, and who otherwise would struggle with the carriage steps, have been able to stand on the lifts and rise to carriage level in safety and comfort."

The official conclusion of the project was marked by the High Sheriff of Powys, David Lloyd Peate, cutting a symbolic barrier ribbon across the entrance to one of the carriages. He said: "I have seen the smiles and delight on the faces of those who have already used the lifts, including the families of wheelchair users as they are being elevated onto the carriages. I congratulate the railway for taking the initiative."

Corwen lift commissioned

Meanwhile, at the Llangollen Railway, a chairlift for the use of disabled passengers has been commissioned for the new Corwen Central station.

Two years in the planning, the chairlift has been installed by contractors in the stairwell of the subway passage to the elevated island platform. The chairlift rises 30ft from a vertical depth of 14ft and has been provided at a cost of more than £25,000, funded entirely by the Llangollen Railway Trust without grant aid assistance.

Corwen station master Wayne Ronneback said: "The chairlift has been completed and is now operational. It can accommodate a British standard wheelchair or a person sitting."

In addition, ramp access and level pathing has now been provided for users of the temporary booking office, which is being prepared as a waiting room and ticketing facility for the formal entrance to the station using the subway to reach the platform.



Welshpool & Llanfair Light Railway general manager Charles Spencer operates the wheelchair lift as visitor Vic Brown boards the train in comfort. KEVIN HEYWOOD/WLLR

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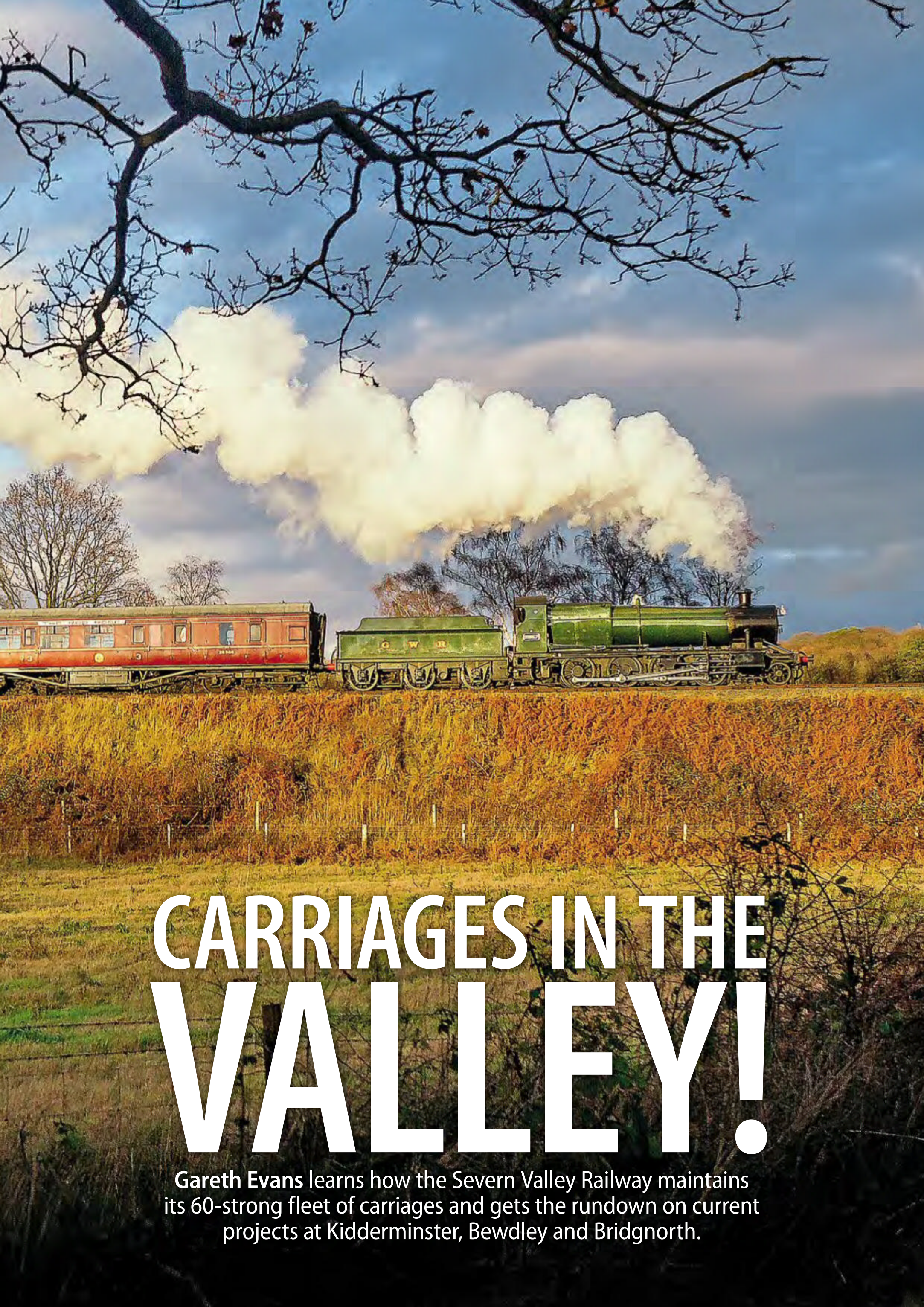
Great Central Railway, Loughborough, Leicestershire, LE11 1RW

D8568 appears courtesy of Diesel Traction Group and D7535 appears courtesy of South Devon Diesel Traction.
All locomotives and attractions appear subject to availability and are subject to change without prior notice.

CARRIAGE FLEET FOCUS



The SVR is home to a wonderful collection of carriages. This delightful composition shows off part of the LMS-designed set hauled by GWR 2-8-0 No. 2857 at Bewdley curve on December 9, 2018. ALAN WEAVER



CARRIAGES IN THE VALLEY!

Gareth Evans learns how the Severn Valley Railway maintains its 60-strong fleet of carriages and gets the rundown on current projects at Kidderminster, Bewdley and Bridgnorth.



George Brogan, who has completed his four-year apprenticeship this summer, takes a break from sanding GWR inspection saloon No. 80869 inside the paintshop at Kidderminster and poses for the camera. GARETH EVANS



The restoration of 1926-built GWR Collett bow-ended Third No. 4786 at Bewdley has involved attending to corrosion at the bottom of the bodysides – the result of bolts and brackets rusting. GARETH EVANS

Many of us enjoy a day out at the Severn Valley Railway (SVR). In addition to the scenery, stations and varied locomotive fleet, the line's well known collection of carriages is an attraction in itself.

It's easy to board an SVR train, admire one's surroundings and soak up the atmosphere, but how many passengers give a second thought to what goes into restoring and maintaining them to modern safety standards? I felt it was time to find out – and the ever-friendly team at the SVR were only too happy to share their stories.

Upon arrival at Kidderminster, I met David Mead, SVR Holdings engineering services Carriage & Wagon (C&W) planner:

"I live in Malvern, so Kidderminster is easy to reach by road or rail," he said. "I got involved with the carriages at the SVR. After starting by assisting with restoration projects, it was discovered I'd got project management experience. I'm now employed one day a week on project management and fleet planning – the rest is voluntary.

"As well as being a trustee of SVR Charitable Trust, I'm on the management advisory group for our training academy. I enjoy getting my hands dirty with the carriages too."

"We have 60 plus carriages in the running fleet," explained David. "The fact we have LNER, GWR and LMS rakes on the same railway makes us unique. We're so lucky to have such a varied collection. With all the services we operate, including regular and dining, we need the fleet we've got – especially if we're going to keep on top of the maintenance. We have a team of 80 volunteers in C&W and 12 full-time staff.

"C&W used to be separate from locomotives. Since 2017 however, it's all been under one umbrella, with Neil Taylor as engineering services manager. It's enabled us to make better use of resources – when the locomotive paintshop at Bridgnorth is empty, we put a carriage in, for example."

The SVR has carriage facilities at Bridgnorth, Bewdley and Kidderminster. Normally out of bounds to the public, they tend to

be opened to the visitors during the line's annual Open House Weekend, which typically takes place in early April.

Kidderminster works

If you wander to the Bridgnorth end of Kidderminster Town station platform, a large brick warehouse can be seen on the left-hand side. Originally constructed to store carpets, the former GWR goods shed, also known as the 'North Star Works' is a hive of activity inside.

The ground floor of the carriage works includes a paintshop at one end, where vehicles are hand-painted using quality Williamsons paint.

Adjacent to this is a wider open plan area which includes a set of carriage lifting jacks for removing bogies for overhaul. This end is also home to dynamo and regulator test rigs.

"The electrics on these vehicles are completely different to modern rolling stock," explained David. "These test rigs came from Wolverton Works and were originally built in 1898. There were three there – the other is in a museum. Our two work. We can test LMS, GWR, standard Mk.1 type and also the standard Stones type used on kitchen cars etc. We offer a service to other railways to overhaul and test regulators and generators."

The dynamo test unit even includes blue bulbs issued by the LMS in 1941, which still work. For coach blackout precautions, blue was deemed less likely to be visible by the Luftwaffe.

Also on site is a steam heat boiler originally fitted to a diesel locomotive, which allows carriage heating to be tested. Bogies can be removed and the heating pipes connected up, enabling any leaks to be spotted and pipework to be reached that would be awkward with the bogies in place.

"A vacuum unit is also on site, enabling static brake tests to be carried out. We've got an ex-Swindon Works brake cylinder overhaul test rig to test the cylinders as individual components. We also have a little trolley we can use to test the coach as a complete item. It

saves us having an engine here," continued David.

"We do a small amount of brake cylinder overhauls for other railways. It's not a huge business for us currently as we don't have the staff to do it."

A small woodwork shop is home to a number of lighter machines – allowing items such as Mk.1 door components and battery boxes to be produced.

Also on site is a trim shop. The SVR undertakes half its upholstery repairs in-house, with the remainder sub-contracted.

Among the volunteers is Graham Faulkner, who enthused: "I've been coming here six years. I can combine my two loves – steam trains and upholstery. I used to do this for a living. I then had to look after my elderly parents and after they passed away, I found voluntary work. My wife was supportive of my choice of coming to the SVR – it's only 20 minutes from home."

Another separate 'workshop within a works' is the lock shop.

"We've got the test rigs, drawings and specifications, so we can overhaul almost carriage any door lock – be it Mk.1s, GWR, LNER or LMS stock," said David. "We've carried out repairs for other heritage lines. Because it's a safety-critical, we have a normal regime where one trained person will overhaul the lock and somebody else will check it afterwards. We only guarantee the overhaul of the lock – the installation of the lock is just as important."

Aided by a goods lift, the top floor is an Aladdin's cave of spares – from sinks to springs, seats to brake cylinders, and oil pads to light fittings.

"We have two volunteers who are like storemen. They keep it all organised properly," said David.

"It's also home to some of our patterns, which have been kindly donated – many are ex-Swindon Works. We're producing a list of what castings we can supply to other heritage organisations. Our locomotive department is already doing that for locomotives."

An administration office and training room are located in the annex – while a poly tunnel provides additional covered space

over part of the sidings and a pit at the Bridgnorth end.

Serving as an example of some of the costs of carriage restoration and maintenance, which again can be easily underestimated by the casual observer, David said: "£20,000 is the cost of new tyres for a Gresley coach. There's a 12-month lead time – they're manufactured in South Africa and the South Devon Railway fits them to the wheels for us.

"More of our tyres are reaching scrapping size. We've also had an issue with wheel sets fitted with dynamo pulley wheels on Commonwealth bogies – we have a number of spare sets retired."

Carriage shed

Formally opened by The Duke of Gloucester on November 29, 2001, the green-coloured shed located at the Bridgnorth end of the Kidderminster station site is almost a quarter of mile long and can accommodate up to 56 carriages. It also provides limited storage for locomotives awaiting their turn for overhaul – currently being home to GWR 2-6-0 No. 7325 and LMS 8F No. 48773.

Flanked by two uncovered sidings, the shed has four internal roads. From the SVR main running line, the roads are numbered 1-6. Roads 1 and 6 are the uncovered external sidings. Roads 2 and 3 offer maintenance facilities – with the former having an eight-car pit for undertaking running maintenance. The walkway between roads 2 and 3 in the first half of the shed is concreted.

Separated by a wall, roads 4 and 5 offer further maintenance facilities – with the first half of the shed containing a platform to facilitate deep cleaning. Vehicles in longer-term store are housed at the far ends of roads 4 and 5.

Another headhunt, road 6 can accommodate an eight-car set and is also home to the mechanical carriage washer. It serves as a release road for the diesel shed too.

Running maintenance

Colin Ashbury is in charge of the carriages at Bewdley and Kidderminster and is responsible for the running maintenance:



Coaches as far as the eye can see: Almost a quarter of a mile long, Kidderminster carriage shed can house up to 56 carriages. GARETH EVANS

“We employ three full-time staff to work in the carriage shed, who deal with running maintenance,” said Colin.

“From March to September, the team is on a seven-day rota. Their duties involve daily examinations, planned maintenance and breakages. It’s not the most glamorous job, but we’re fortunate to have volunteer help with it.

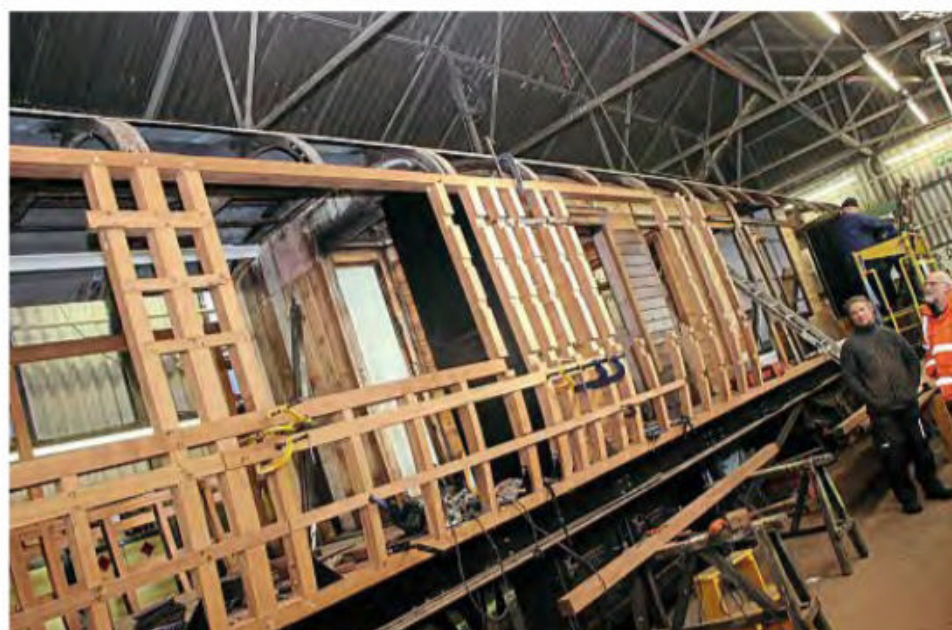
“You can spend three days correcting faults on a running set and nothing looks any different to the untrained eye. It’s about ensuring the toilets flush and the armrests work, for example. It’s not as dramatic as restoring a derelict vehicle but it’s still essential.

“One of the most important aspects is a daily examination on a coach, which is about looking for problems from the previous day. The team begin by looking at the repair books in the guards van, then check the lights and do a walk through, checking the operation of everything they can. The safest way is to check everything.

“A range of faults can be found – from a spring sticking out from a seat or something that could pose a serious injury, to broken windows from vandalism or a stolen light fitting.

“Our guards carry out checks on the brakes and undergear; and the ticket inspectors open and unlock the coaches. They might see things, but they wouldn’t check each armrest, table and operational parts for example, which is what a morning check from a carriage fitter would pick up.

Colin concluded: “There’s a lot to do. Depending on the timetable, we do it when the last train has



GWR kitchen car No. 9615 is being rebuilt from the solebar upwards at Bewdley. GARETH EVANS

come in the day before. That allows flat batteries to be charged overnight, for example – it’s too late doing that in the morning.”

Examinations

The main sets are examined approximately every six weeks, which involves a mechanical check underneath including changing brake blocks and checking the vacuum system. The fitters do a bodycheck over the top – which includes items such as each door lock and window. The mechanical section of the carriages – i.e. from the solebar downwards – is managed by Nigel Hanson, C&W mechanical team leader.

“Long-term overhauls are done in the works, while routine maintenance is carried out in the carriage shed,” explained David.

“We’ve got a pit which can accommodate an entire eight-coach train in there on road 2, enabling us to go through the

whole lot without shunting.

Nigel took up the story: “It’s done on a mileage basis. We have four main sets, i.e. the Gresleys, the LMS coaches and our two Mk.1 rakes – a red and cream and maroon sets.

“For example, we have one rake on the pit, which takes it out of service for an entire week. We have it for mechanical work on Monday and Tuesday, when it would be over the pit. As David said, we’d be checking brakes, oil levels in the axleboxes, brake adjusting and a general exam of everything to ensure nothing has broken or fallen off. It culminates with a brake test and check of the communication chord with an engine on the front.

“The rake then goes to the other side of the carriage shed for the remaining three days to the train repairers and the cleaners, where it is deep-cleaned.

“We might have the red and

Number crunching

- 0** The number of Southern carriages on the SVR.
- 75%** The reduction in electricity consumption arising from changing the carriage shed lighting to LED type.
- 1910** The year the oldest bogie carriage on the SVR was built – GWR Toplight Full Third No. 2426.
- 3** The number of hours it takes to change a brake cylinder on a coach.

cream set one week; the next week we’d have the maroons; followed by the LMS; then Gresleys and then the dining train. Then we’d go through the first four sets, followed by the GWR set. After that, we’d go through the main four and then we’ve got an eight-coach train made up of odds and ends – which includes the inspection saloons, two Bridgnorth-based coaches for ‘The Venturer’; Gresley kitchen car No. 7960, which serves as a spare and the auto-coaches.

“Then we start back at the beginning. During the course of the year, we may inspect the four heavily used trains probably 10 times, whereas the other, lesser-used trains, with their reduced mileage, we see four or five times.

“Interspersed with that, every two years we do pad exams, looking at the axlebox oil pads. The same is done with the roller bearings.

“On a seven-yearly programme, we carry out ultrasonic testing of our axles. Therefore, by the end of seven years, we’ve been through the whole 60-coach fleet.

“During that maintenance, there may be the need to change brake cylinders.

“Following the installation of a concrete pad outside the carriage shed on road 2, a brake cylinder can be changed using a trolley jack, with the vehicle remaining in the formation, rather than having to split the vehicle and bring it into the works.

“That’s saved a lot of time. If there were no trains running, we needed to provide a signaller to work the ’box, a driver and a shunter – and if the trains were running, we’d have to fit in amongst the passenger trains. Removing the offending coach from the set, bringing it into the work and returning to the carriage shed was the best part of a day. That concrete pad means we can do it in three hours!”

Bewdley

Another hive of carriage activity can be found in the former goods yard at Bewdley – which also happens to be where the SVR Wagon Group is based. Aided by the presence of the joinery shop with its collection of large machinery, carriage projects are undertaken by both the LNER SVR Coach Fund and Great Western (SVR) Association.

Among the carriage restoration projects currently underway is No. 4786, a 1926-built Collett bow-ended Third, owned by the Great Western (SVR) Association, which is expected to take four years.

Used on cross country and express services until the late 1950s, it was converted for departmental use as DW150208 with S&T at Shrewsbury. Acquired by SVR Holdings PLC, it moved to the line in 1986. After being used as accommodation at Kidderminster, ownership passed to the Association in 2017. The full



restoration will include a return to its original fully lined livery with pseudo panelling and garter crest and arms and wings in the GWR 1920s set.

With work currently in full swing in a siding under the cover of tarpaulins, the task involves attending to corrosion at the bottom of the bodysides – the result of bolts and brackets rusting. Ceilings will also be replaced.

Buffet cars

“We’re using the kitchen cars and the buffet cars in particular to such an extent that we can’t get them out to maintain them without losing revenue,” explained David.

“The GWR set currently has a Mk.1 buffet in it, but hopefully in the next three years or so, it will be replaced by a GWR example – and the Mk.1 will become a spare. We can then overhaul all the buffet cars – which are not easy vehicles to overhaul.

“Therefore, we’re restoring a GWR kitchen car and creating a wheelchair accessible buffet car. Both projects, which are currently underway at Bewdley, are being supported by the SVR Charitable Trust – a reminder that its remit is to restore stock that either belong

to the trust or holdings.

“GWR kitchen car, No. 9615 is being rebuilt from the solebar upwards, with the majority of the components being new. It’s unfortunate that it was stored outside under a tarpaulin for a number of years. It’s as bad as leaving a locomotive out under a tarpaulin.”

No. 9615 is currently being transformed into a vehicle fit for many years’ service inside Bewdley paint shop. The vehicle is one of the last bow-ended kitchen first diners built at Swindon in 1932. While in service, it was regularly paired with third class restaurant car No. 9627, which is also preserved at the SVR.

No. 9615 arrived on the SVR in January 1973 from Cardiff Canton depot. From the mid-1970s, it operated as part of the SVR’s GWR main line set, as well as on the SVR itself.

Withdrawn in 2005, restoration began in 2017. The complex task has involved replacing much of the framing – hardwood is being used, helping to ensure longevity. The vehicle is being rewired throughout. The kitchen will be fitted out in due course by specialists used by the SVR previously.



Above: David Mead and Hugh McQuade stand together at Bridgnorth. GARETH EVANS

Left: The top floor of Kidderminster carriage works is an Aladdin’s cave of spares – from doors to droplights and sinks to seat squabs. GARETH EVANS

David added: “The other project is to effectively give us a spare buffet car. We’re rebuilding bow-ended Collett third coach that was No. 5043 into an accessible buffet car. It’s been renumbered to 9581.

“The volunteers doing the work are those who’ve restored the Gresley coaches to action – they’re the LNER Coach Group. They’d run out of Gresleys to restore.”

Expected to cost £100k-£150,000, the project is anticipated to take 3-5 years to complete.

Already heavily advanced, Project 9581 has reached the point where its new outline is beginning to emerge. Three-quarters of No. 9581’s severely decayed old wall framing has been renewed to accommodate the coach’s new layout. New external steel panelling has been fitted to these body sections. The remaining quarter section is in progress.

Eight new doors have been made and refurbished ‘picture windows’ are steadily being installed, and these will help the SVR’s wheelchair users and their companions to enjoy their journey.

Much still needs to be done to make No. 9581 operational. The roof must be made watertight and the entire new art deco interior remains to

“I think we’ll be the only railway running a 100% GWR dining set. The photo opportunities will be great – we just need to persuade someone to bring a King or Castle here.”

The finished article: The latest addition to the SVR’s fleet of accessible coaches is BR Mk1 No. 4399, transformed from near-derelict condition. The red and cream liveried vehicle is seen at Kidderminster on August 13. KENNY FELSTEAD



The fleet at a glance

60 carriages in the running fleet include:

- 2 x 8 car Mk.1 sets;
- 1 x 8 car Gresley;
- 1 x 9 car LMS;
- 1 x 8 car GWR + some spares;
- 5 dining cars; and
- 2 Venturer dining cars.

LMS No. 7511 and LNER No. 7960 carriages can be used for dining too – such as for gin and afternoon teas.

Extras

- 2 GWR observation saloons – Nos. 80969 and 80972.
- 2 auto-trailers – Nos. 178 and 238, owned by Mike Little.



Kidderminster carriage works is home to dynamo and regulator test rigs of LNER origin, rescued from Wolverton Works. The lucky survivors date from 1898.
GARETH EVANS

be created. This includes creating the new buffet bar and associated equipment (estimated around £20,000). A wheelchair ramp will be needed too at a cost of £350, along with a wheelchair-accessible WC at a cost of £10,000.

Other challenges to overcome include the overhaul of the underframe, braking and electrical systems at £15-£20,000.

It is hoped the project will be assisted further by sponsorship from organisations and individuals – ranging from the two end-connecting doors at £750 each to ‘slices’ of coach body length at £100 per inch, or £50 per half-inch. These ‘slices’ are to fund the more nebulous costs of timber, veneers, flooring, wiring, pipework, electrical fittings, screws, varnish, paint and so on to help bring the project together.

“I think we’ll be the only railway running a 100% GWR dining set. The photo opportunities will be great – we just need to persuade someone to bring a King or Castle here,” David enthused.

Accessible coaches

In May 2016, it was announced that the SVR Charitable Trust had won £75,000 from the Department for Transport’s (DfT) Heritage and Community Rail Tourism Innovation competition towards an scheme to transform the railway’s offering for disabled passengers.

The scheme has involved the restoration and conversion of two 1950s-built BR Mk.1 carriages, and the purchase of lightweight, portable ramps for each of the railway’s wheelchair-accessible carriages.

“One will be an ordinary service train vehicle – No. 4399 – the other, No. 80776, will provide wheelchair accessibility within the dining train. We will attach it when we have bookings from wheelchair users,” said David.

“We don’t believe another vehicle of its kind currently exists in the

UK heritage railway sector. It will be able to accommodate 12 wheelchairs or a combination of wheelchairs and seats.

Passengers will remain in their chairs or transfer to one of the carriage’s seats.

“The team has taken a considerable amount of effort to get the spacing and tables right and to incorporate an accessible WC. It was a great idea when we first thought of it, but there’s a lot more to it. We’ve been supported in that process by a wheelchair user.

“The vehicle required a lot of bodywork too. We’ve rewired it throughout while we had it all stripped out. We’re finding now that on any coach that’s not been rewired, the wiring is normally getting rotten.”

No. 4399 has been transformed from near-dereliction into a finely restored carriage, complete with accessible WC and nappy changing facilities, by the team at Bridgnorth, led by Hugh McQuade:

“I now do three day a week part-time. Until April 2018, I was in charge of the paintshop at Kidderminster. I spend Saturdays as volunteer,” said Hugh. “We have a Wednesday and a Saturday gang of volunteers at Bridgnorth.

“I’ve been restoring coaches since 1974. No. 4399 is the most rotten Mk.1 I’ve worked on. We made very good selections in the 1970s and 80s, so for a long time we were painting and carrying out minor repairs. As the coaches got older, we started to do crash pillar repairs, body reskinning and so on, while some other railways were selling them for scrap and buying another one. We developed the capability of overhauling Mk.1s way back in the 1980s.

“This was a TSO (Tourist Second Open). We’ve already done this conversion on another Mk.1 – No. 4690 – which we did almost nine years ago at Kidderminster. We’re following the same pattern,

so as far as we’re concerned, this is a standard model. Essentially it’s what BR built but with the parts in the wrong place.”

Hugh continued: “Restoration was started by two volunteers, who bought it from BR. It then spent a number of years at Eardington, during which time it was vandalised and had parts stolen. The team here at Bridgnorth has always been the LMS and BR restorers. It was one of ‘ours’ but we had others to do ahead of it.

“The SVR Trust bought it to restore. It’s the only Mk.1 that’s ever had that level of dereliction on our railway – all others have been purchased in working order and improved. Since 2015, we’ve replaced floor joists and a lot of the body parts as they were rotten, as well as the crash pillars at the coach ends.”

While the SVR has operated accessible carriages since the 1970s, BG No. 80776 was converted to a ‘bulk carrier’ for wheelchair users in the early 1990s and won a Heritage Railway Association award. With changing times, it became underutilised, however – and being due a refresh, it was decided to remodel it as an accessible dining car.

“We now find each train may have one or two wheelchair users on board,” said Hugh.

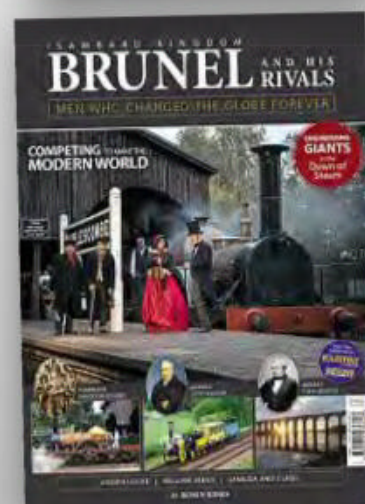
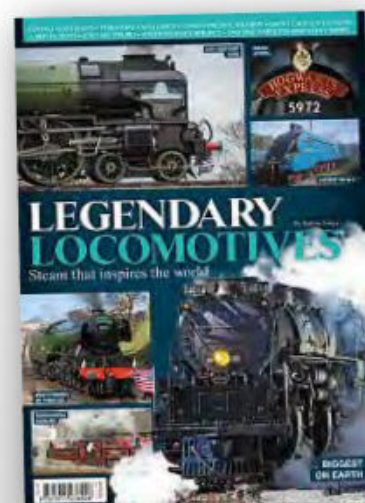
“No. 4399 is replacing No. 80776 in the red and cream set.”

The next project at Bridgnorth is to be LMS-designed porthole brake No. 26921.

“The guard’s position will be removed – it will no longer be a brake vehicle – and we’ll have some LMS TSO seating,” explained Hugh. “It will increase the seating capacity but also give a wheelchair space and an accessible WC in the old luggage area.”

→ **General enquiries about sponsorship or donations for carriage projects can be made by email to fundraising@svrtrust.org.uk; visit www.svrtrust.org.uk or call 01562 757940.** **HR**

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Jubilee class No. 45699 *Galatea* has been the mainstay of West Coast Railways' 'The Scarborough Spa Express' this year. The 4-6-0 is seen approaching Howsham level crossing on July 18 – the locomotive's BR red livery and exhaust making a pleasant contrast against the field, trees and sky. CHRIS GEE





Tornado to kick off RTC's 'Great Britain 2020' tour

By Brian Sharpe

IT was always expected that the Railway Touring Company would be announcing details of its 2020 'Great Britain' tour and sure enough the itinerary is now known.

There are no major surprises but the thirteenth such tour will be the first in the series to feature LNER A1 Pacific No. 60163 *Tornado*. The use of the A1 has become possible as it is now available to West Coast Railways, the Train Operating Company which operates the 'Great Britain' tours.

LNER A3 Pacific No. 60103 *Flying Scotsman*, which has featured in the last three tours in the series, is not expected to participate in this one. The A3 headed the final leg of last year's tour, from York towards London but serious lineside trespassing in the West Midlands led to extremely late running.

Next year's tour is scheduled to depart from King's Cross on Friday, April 17 with

Tornado doing the honours as far as York, from where West Coast's LMS Royal Scot 4-6-0 No. 46115 *Scots Guardsman* will handle the next leg over the border to Edinburgh. This is of course subject to completion of the locomotive's overhaul at Carnforth.

Inverness debut for *Sutherland*?

On Saturday 18th, LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* is expected to be in charge; running from Edinburgh via the Forth Bridge, Perth and the Highland main line to Inverness. This will be the big Pacific's first run north of Perth and the first time an LMS Pacific will have visited Inverness. Hopefully gauging will not prove to be an issue.

Sunday 19th will see No. 6233 again in charge for the southbound run from Inverness over Slochd and Drumochter summits to Perth and on to the first of two overnight stops at Stirling.

On Monday 20th, two LMS 'Black Five' 4-6-0s are rostered for an optional round trip from Stirling via Glasgow and Crianlarich to Oban and return. This will be the first steam on the one-time Caledonian branch to Oban for several years. With no turning facilities at the terminus, the return is likely to be tender-first as far as Glasgow.

Scots Guardsman returns to the fray on Tuesday the 21st to take the train south from Stirling via Beattock to Carlisle where another Carnforth-based LMS 4-6-0, Jubilee No. 45690 *Leander* will take over for a run round the Cumbrian Coast to Grange-over-Sands.

On Wednesday 22nd, Carnforth will turn out its SR Merchant Navy Pacific No. 35018 *British India Line* for the long journey from Grange-over-Sands up the West Coast Main Line through Warrington and on to Chester to join the Welsh Marches route via Shrewsbury to Newport and on to Cardiff.

The next day will see a second LMS maroon Pacific, No. 6201 *Princess Elizabeth*, head the train out of Cardiff and through the Severn Tunnel to Bristol then on over the Devon banks to Plymouth to make a rare appearance at Penzance.

Lizzie to Penzance

As there are no turning facilities at Penzance, Friday the 24th will be a free day for the passengers while the Pacific makes a return journey, probably to Plymouth, for turning. The Princess will then haul the train on the last leg of the tour on Saturday the 25th from Penzance via Taunton, the Berks & Hants line and Reading to terminate at Waterloo.

The cost of next year's tour in premier dining will be £3495 plus an additional £465 for the optional day trip from Stirling to Oban. Eight days of main line steam does not come cheap.

'Lizzie' stands in on 'CME'

LMS Stanier 4-6-2 No. 6201 *Princess Elizabeth* had an unexpected trip with the Railway Touring Company's 'Cumbrian Mountain Express' when booked engine Bullied Pacific No. 35018 *British India Line* failed its fitness-to-run examination on August 3.

There is a possibility that 'Lizzie' will work a Steam Dreams' trip over the Settle and Carlisle line on September 14.

This 'Cathedrals Express' will follow the same itinerary as one of RTC's 'CME's'. Electric traction in the form of Class 86 No. 86259 *Les Ross* is set to take the train north from Euston to Carnforth, from where steam will haul it over Shap to Carlisle.

No. 6201 then has a booking for yet another RTC 'CME' on October 12.

Steam Dreams hits Windsor targets early

By Cedric Johns

STEAM Dreams' pioneering venture into the railtour market with its regular Tuesday three-train departures from Waterloo to Windsor has not only inspired the public market, but has proved to be commercially viable.

With just one departure remaining, David Buck, the man who gambled with his decision to run the trains, has reported that the operation has already hit its set targets for passenger loadings and financial returns. He said he had found that 90% of passengers carried to date were new to steam and as a bonus, new customers have been added to Steam Dreams' portfolio.

Of the three 'Royal Windsor Steam Express' trains, the 11.10am departure has so far been the most popular, with passenger numbers approaching little short of capacity.

Next comes the 2.10pm train which is gradually filling towards capacity as the weeks pass.

Seen as a long-term investment, the early morning 8am rush hour departure has carried the fewest passengers, but as David explained, he expects that the train will become popular next year when overseas visitors staying in London's hotels become aware of the service.

To this extent, London-based in-bound



B1 4-6-0 No. 61306 *Mayflower* heads 'The Royal Windsor Express' empty coaching stock at Windsor & Eton Riverside on July 30. DON BENN

travel companies are being made familiar with the trains.

As previously reported, the 'Sunset Steam Express' which runs over the Surrey Hills route, leaving Waterloo on Tuesdays at 7pm is sold out in dining for all remaining departures.

David has already confirmed his intention to run next year with train operator West Coast Railways, with perhaps two seasonal trains each week. This could be achieved for example by running on Fridays or Saturdays to meet the needs of the public seeking weekend entertainment.

By doubling the number of trains working out of Waterloo, Steam Dreams would be adding 112 trains to its existing main line tour plans. The foundations in the 'back room' are already in place.

David said that his B1 4-6-0 No. 61306

Mayflower has been producing good and reliable performances during what has been a busy period.

Standby engine 'Black Five' 4-6-0 No. 44871 was recalled north by Ian Riley to work August Sunday Linlithgow-Tweedbank trains for the Bo'ness-based Scottish Railway Preservation Society.

David added: "We are looking at our main line programme and for next year we shall be revising our thoughts in destinations. This means we will probably be dropping some places we visit and replacing them with new visitor popular destinations."

No sooner will the Waterloo operation have finished on Tuesday, September 3, Steam Dreams' staff and passengers embark on what is now an annual event, the visit to Ireland with 'The Emerald Isle Express'.

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**Bulleid Merchant Navy 4-6-2 No. 35018
British India Line heads the Railway
Touring Company's 'Cumbrian Mountain
Express' southwards through Greengates
on August 3. BRIAN SHARPE**

Duchess of Sutherland makes return visit to duchy

SALTASH was the place to be for West Country steam fans and visiting holidaymakers alike on the evening of Sunday, July 21, as LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* majestically made its way across Isambard Kingdom Brunel's Royal Albert Bridge with the Railway Touring Company's return 'The Royal Duchy' from Par to Bristol.

Restricted to 15mph like every train for the transit from Cornwall into Devon, it was not a classic display of power and speed that was synonymous with this class, but the whistle echoing across the Tamar still made heads turn.

Introduced in 1937, it was the second time only that a Stanier Coronation class Pacific had ventured into Cornwall, No. 6233 having previously done the honours in 2016.

With St Blazey turntable out of bounds, the trip was not without problems for the operators. The *Duchess* and its support coach were removed from the down train at Plymouth for turning on Laira triangle.

The train then proceeded to Par with diesel traction, with No. 6233 following on down the Cornish main line tender-first later.

Also of note is that Saltash station buildings are now undergoing extensive rebuilding in their original Victorian form, after decades of disuse and decay. The 'Gateway to Cornwall' station will no longer be the eyesore it has been for far too long.



Princess Coronation Pacific No. 6233 *Duchess of Sutherland* slowly makes its way on to the Royal Albert Bridge with the 'Royal Duchy' on July 21. HENRY HOWE

Steam underlines triumphant return of wrecked Conwy Valley Line

By Robin Jones

IT was a case of little greets large as a double-headed steam special ran over the Conwy Valley line to celebrate both its reopening and the start of the National Eisteddfod, drawing crowds at every stop.

LMS Stanier 8F No. 48151 and 'Jubilee' No. 45690 *Leander* led the special, organised by Network Rail and Transport for Wales Rail Services and operated by West Coast Railways, that set out from Chester and ran over the full 28-miles of the scenic branch from Llandudno Junction to Blaenau Ffestiniog, carrying the headboard 'Rheilffordd Dyffryn Conwy'.

The train stopped at Llandudno Junction for a reopening ceremony, where Father (Tad) Deiniol, a Welsh orthodox priest, performed a blessing, before it carried on up the Valley.

The branch was closed on March 16 due to extensive flooding and damage when Storm Gareth caused water levels to rise and wash away embankments supporting the line. Inspections revealed six miles of track, two stations, and eight level crossings required significant repair.

Network Rail and its principal contractor, Alun Griffiths (Contractors) Ltd, worked to fully reopen for passengers on July 24 ahead of the National Eisteddfod in Llanrwst, the site of which was also flooded.

The Ffestiniog Railway arranged an additional trip for passengers to continue their journey from Blaenau Ffestiniog to Tan-y-Bwlch, and several of the line's narrow gauge steam engines were on hand to welcome their counterparts from the 'big railway'.

Network Rail Wales and Borders route director Bill Kelly said: "After months of hard work to repair the flood-damaged line, we're delighted to have reopened it in time for the National Eisteddfod and to be celebrating with a special steam train trip for passengers to discover and explore the beauty of this line.

"In particular, it was great to see so many young people and families who turned out in their droves to line the platforms of



Above: Double-headers at the big slate country interchange: *Blanche* and *Taliesin* of the Ffestiniog Railway and Network Rail's main line steam special arrive at Blaenau Ffestiniog on August 3. CHRIS PARRY/FFWHR

Right: Brothers in steam: the West Coast Railways footplate crews proudly stand in front of Stanier 8F No. 48151 and Jubilee No. 45690 *Leander* at Blaenau Ffestiniog, as their smaller Ffestiniog Railway cousins to the left wait to greet them following the arrival of the 'Conwy Quest' branch relaunch special on August 3. CHRIS PARRY/FFWHR



our station to celebrate the event with us.

"I would like to thank all those who were involved in this special day and, in particular, I would like to thank the local community for their patience and understanding as we worked towards getting the line back on track."

Shaun Thompson, rail director for contractor Griffiths, said: "The works have been delivered in a safe and sustainable way. We have employed local people,

utilised local suppliers and recycled over 90% of the washout material."

History records that the Conwy Valley line is one of the greatest survivors on the national network. Recommended for the axe by British Railways chairman Dr Richard Beeching in 1963, in September the following year, Conservative Transport Minister Ernest Marples – who had the final say on closures – spared the line after hearing its loss would cause

hardship for local residents, and also because of its tourism potential. However, Marples agreed to the closure of Glan Conwy and Dolgarrog stations – both of which have since been reopened.

After 1964, the branch was also used for nuclear flask traffic accessing the former Trawsfynydd power station. In 1982, a new interchange station with the Ffestiniog Railway was opened in the town.

Swanage Railway U class No. 31806 set to work two main line excursions?

By Cedric Johns

TALK of Swanage-based Southern U class 2-6-0 No. 31806 making its second commercial foray on the main line in September is, we understand, currently a question of 'ifs, buts or maybe'.

Railway Touring Company's plan to use the locomotive for the return trip from Weymouth with the 'Dorset

Coast Express' on September 5 is not going to be possible, for two reasons.

Firstly, Network Rail is carrying out work at Parkstone station and has declared the 2-6-0 out of gauge during the period of engineering procession.

More pertinent is the fact that the engine was taken inside some many weeks ago for a hot box repair.

Locomotive, carriage and wagon

superintendent James Cox said he was unable to give a date for the work to be completed. However, subject to test running locally, he reckoned that there is a good chance that the 2-6-0 could be ready when Steam Dreams visit Swanage with a 'Cathedrals Express' on September 26.

This could be quite an historic occasion – the first appearance of

Mayflower on the Swanage branch and the first trip on the main line to Southampton via Poole, Parkstone bank and Bournemouth for the U since it was withdrawn by BR.

If the trip comes off, we hear that the No. 31806 will remain at the Siemens depot at Northiam and be used to work a charity train a few days later. Details of that train have yet to be circulated.



LMS Stanier 8F No. 48151 slogs past Scout Green in torrential rain with the outward leg of West Coast Railways' 'The Dalesman' to Carlisle on August 6. MATT EVANS

An epic day with *Clan Line* on 'Atlantic Coast Express'

By Don Benn

UK Railtours' (UKRT) 'Atlantic Coast Express' ran on Saturday, August 10, rescheduled from June 29, owing to crewing issues.

When we realised that no less than five sets of engine crews were needed on the day, including a traction inspector based in Newcastle, it's understandable that UKRT and the Merchant Navy Locomotive Preservation Society postponed the tour from the original date rather than compromise the itinerary, which was a masterpiece of intricate planning by all those involved.

The weather played its part in proceedings as the long hot spell, having threatened diesel intervention or further postponement, had ended just a few

days before the trip. Instead, gales and heavy rain promised a new kind of threat through speed restrictions and fallen trees, though in the event the tour lead a charmed life, avoiding any such problems, though it was a close run thing.

Pacific performance

The charter was though, affected by a late running service train, plus two sets of point failures and some interesting operating decisions. However, nothing could prevent Merchant Navy No. 35028 *Clan Line* turning in a superlative performance without exception all day. Driver Wayne Thompson took the first stint with the 425 ton train and produced a very fast section down the main line, from Clapham Junction to the Woking stop until checked by a

track problem at Weybridge.

The Woking stop is the price paid for being routed main line instead of via Staines for the M25 passengers. I doubt whether Wayne would willingly concede this first part of a run to Salisbury with *Clan Line* to any other driver! In fact, he continued in charge all the way to Exeter and was told at Yeovil Junction that due to a late running service train behind, the tour would wait at Axminster instead of Chard Junction. This caused some consternation on the footplate as Honiton bank had to be climbed with almost no run at it and after a heavy downpour. All was well however, and the arrival in Exeter St Davids was over 20 minutes early.

The return journey started 24 minutes late due to problems with the coal loader,

but this proved fortuitous, resulting in many miles of 70mph running and an even time section to an out of course stop in the platform at Bristol Temple Meads.

A fine run

The day continued well and after an especially good section from Salisbury we had another good run on the main line up from Woking – our on time arrival being thwarted by problems at Queenstown Road, resulting in a 15 minute late arrival back at Waterloo. It had been an epic day of nearly 385 miles behind a faultlessly performing *Clan Line* giving us ordinary non-Belmond Pullman mortals the only run with this fine Bulleid Pacific this year.

Full details in my the Main Line Performance next time.



Left: A1 Pacific No. 60163 *Tornado* climbs out of Aberdeen with the return leg of 'The Aberdonian' on August 8. TREVOR GREGG

Right: No. 45690 *Leander* heads the Railway Touring Company's York-Carlisle 'The Hadrian' tour past the 19th-century Grade II listed Wylam signalbox on July 27. HENRY ELLIOTT



Two A4s on the network next year?

By Cedric Johns

IT seems increasingly likely that two A4s will run on the main line in 2020.

However, that depends on John Cameron's decision regarding the future of his No. 60009 *Union of South Africa*.

As reported last month, he has renewed his planning application to build a visitor centre close to his home in Fife which will house both of his engines, No. 60009 and K4 No. 61994 *The Great Marquess*.

Having submitted the application to Fife Council's planning committee, John expected to know the outcome in late August.

If the new application is successful, it's doubtful that the construction of the visitor centre will be completed until spring, especially if the winter proves to be harsh.

With this in mind, No. 60009 may

remain in action until April when its ticket runs out. However, its boiler extension covered 14 months, so given the right circumstances the Pacific could remain active until June.

Meanwhile, with the completion of the boiler for the holder of the postwar world speed record by steam, A4 No. 60007 *Sir Nigel Gresley* on the cards, the chances of the two A4s being active on the main line are looking increasingly promising.

While the overhaul of No. 60007 has been making steady progress at York, that of the A4's boiler is on schedule at Llangollen Railway's works.

Latest indications as we closed for press were that the boiler will be transported back to York in the coming weeks, ready for dropping into No. 60007's frames.

Dependent to a large degree on voluntary support, work on the locomotive will take some months before it is ready for renewing its ticket,



LNER A4 Pacific No. 60009 *Union of South Africa* made a pathing stop at Warrington Bank Quay while moving south to Bristol to work the 'Torbay Express' on June 7. NICK JOHNS

but it could be up and running early next year.

As reported earlier, owner the Sir Nigel Gresley Locomotive Trust Limited has reached an agreement with Jeremy Hosking's Crewe-based operations to share its facilities and use of the A4.

In addition to heading railtours in its own right, the trust will make the A4 available to work Saphos Trains' excursions as required.

Addressing the concerns of trust members who were worried by the

thought that the A4 might lose its long-held connection with North Yorkshire Moors Railway, chairman Nigel Wilson said: "It is still our intention that the locomotive will continue to visit the railway on a regular basis."

It was understood that when the engine is ready, it will move to Grosmont for running in before being committed to the main line, possibly in the spring of next year.

More will become clear following the trust's forthcoming AGM.

RTC programme features Duchess, A4 and *Flying Scotsman*

CHESTER, Swanage, Blackpool and York are among the Railway Touring Company's (RTC) late summer and early autumn destinations.

'The Cheshireman' runs from Norwich to Chester on Saturday, September 7, calling at Wymondham, Attleborough, Thetford, Standon, March, Peterborough and Leicester, and headed by LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland*.

On Thursday, September 12, 'The Swanage Belle' departs London Victoria for a run down the South West Main Line, after taking the back road via a pick up at Staines.

Stops are also made at Woking and Basingstoke, before the train, hauled by A4 No. 60009 *Union of South Africa*, heads through Winchester, Southampton and Bournemouth to Wareham and the Purbeck Line.

Swanage-based Class 33 diesel D6515 is expected to work the 'Belle' back to Southampton, where the A4 resumes control for the run to London via Romsey, the Laverstoke Loop, Andover and Basingstoke.

On Saturday, September 21 'The Pennine Blackpool Express' leaves Euston behind Class 86 No. 86259 *Les Ross* which usually heads RTC's trains on the West Coast Main Line, in this case as far as Carnforth. Departing Euston, it's virtually an 'all stations' stopper, the train making passenger calls at Watford Junction, Milton Keynes, Northampton, Rugby, Nuneaton, Crewe and Preston.

With steam provided by one of Carnforth's fleet, the 'Express' continues through Lancashire to the seaside.

The following Saturday, September 28,

yet another 'Cumbrian Coast Express' departs Euston, again using electric power to speed the train to Carnforth. Pick-up stations are the same for the Blackpool trip, and the 'Express' and its itinerary are repeated on Saturday, October 12.

On Saturday, October 19, 'The Yorkshireman' starts out from Ealing Broadway behind either No. 60009 or No. 6233 for a trip to York. Calling at St Albans, Luton, Bedford, Kettering and

Melton Mowbray, the train crosses the spectacular Haringworth Viaduct, the country's longest masonry viaduct en route to Oakham.

On Sunday, November 3, an RTC favourite, 'The Tin Bath', is set to cover lines of the South Pennines and the Peak District, including some rarely used by steam. This version takes a shortened route from Preston, picking up at Wigan North Western, Manchester Victoria and Sheffield, and returning to Preston.

There follows two trips behind A3 No. 60103 *Flying Scotsman*, the first of which, 'The Crewe Flyer' runs from Ealing Broadway to Crewe on Tuesday, November 5, returning behind modern traction.

Friday, November 8, sees the 'North Wales Coast Express' head from Euston to Holyhead, steam coming on and off again at Crewe, modern traction taking the train from London to Crewe and back again.



Princess Coronation Pacific No. 6233 *Duchess of Sutherland* departs Taunton with Railway Touring Company's 'The West Somerset Express', which ran from London Paddington to Minehead on July 27. MARK V PIKE

STEAM INTO AUTUMN WITH *TORNADO*

Prices start from £99



Craig Doogan

The Aberdonian

Steam along the stunning Fife Coast, crossing the Forth Bridge, on a day trip to Aberdeen.

- **Saturday 31st August 2019**
- **Saturday 7th September 2019**

Picking up from Edinburgh Waverley and Haymarket.

Prices starting from £99.00

The North Briton

Ramble through the fells, crossing the iconic Settle and Carlisle Railway with No. 60163 *Tornado*.

- **Saturday 28th September 2019**

Picking up from London King's Cross, Potters Bar, Stevenage, Peterborough, Retford.

Prices starting from £109.00

The Pennine Explorer

Join *Tornado* for a spirited run north before travelling over the magnificent Settle and Carlisle Railway.

- **Saturday 5th October 2019**

Picking up from Leicester, East Midlands Parkway, Derby, Chesterfield, Sheffield.

Prices starting from £109.00

'The Illuminati'

In a first for *Tornado*, travel with us by steam train to see the world famous Blackpool Illuminations. A special Champagne Afternoon Tea is available on board.

- **Saturday 2nd November 2019**

Picking up from Birmingham New Street, Tame Bridge Parkway, Wolverhampton, Stafford, Stoke on Trent

Prices starting from £109.00

'The Christmas Bath and Bristol Express'

There is something wonderful about travelling by steam in the festive season and we are pleased to be heading for the beautiful cities of Bath and Bristol.

- **Saturday 7th December 2019**

Picking up from Wolverhampton, Tame Bridge Parkway, Birmingham New Street, Solihull, Dorridge, Leamington Spa

Prices starting from £109.00



60163 *TORNADO*
New Steam for the Main Line

To make a booking visit
alsteam.com/railtours or call 01325 488215

MAIN LINE ITINERARY



Jubilee class 4-6-0 No. 45596 *Bahamas* hauled the Railway Touring Company's 'The Waverley' excursion on August 18, which ran from York and Carlisle. The 4-6-0 is seen at Selside, North Yorkshire on the Settle-Carlisle line. ALAN WEAVER

September

SAT, AUG 31: 'The Aberdonian'

Edinburgh, Aberdeen & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. A1ST

SAT, AUG 31: 'Steam Dreams Excursion'

London King's Cross, Lowestoft & return.
Steam-hauled: London, Norwich.
Lowestoft, London.

Loco: No. 61306 *Mayflower*. SD

SUN 1: 'The Royal Duchy'

Bristol Temple Meads, Par & return.
Steam-hauled throughout.

Loco: No. 60009 *Union of South Africa*.
RTC

SUN 1: 'The Shakespeare Express'

Birmingham Snow Hill,
Stratford-upon-Avon & return.
Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

TUE 3: 'The Dalesman'

York, Carlisle & return.
Steam-hauled: Hellifield, Settle,
Carlisle & return.

Loco: TBA. WCR

THU 5: 'The Dorset Coast Express'

London Victoria, Weymouth & return.
Steam-hauled: London, Weymouth.
Southampton, London.

Loco: No. 60009 *Union of South Africa*.
RTC

THU 5: 'The Scarborough Spa Express'

Carnforth, Preston, Scarborough & return.
Steam-hauled: York, Scarborough & return.

Loco: TBA. WCR

SAT 7: 'The Sugar Loaf Mountaineer II'

Birmingham New Street, Carmarthen

& return. Steam-hauled: Shrewsbury,
Carmarthen & return.

Loco: No. 45231 *The Sherwood Forester*.
PT

SAT 7: 'The Cheshireman'

Norwich, Chester & return.
Steam-hauled: Norwich, Chester. Chester,
Peterborough.

Loco: No. 46233 *Duchess of Sutherland*.
RTC

SAT 7: 'The White Rose'

Dorridge, York & return.
Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

SAT 7: 'The Aberdonian'

Edinburgh, Aberdeen & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. A1ST

SUN 8: 'The Waverley'

York, Carlisle & return.
Steam-hauled throughout.

Locos: No. 45596 *Bahamas*. RTC

SUN 8: 'The Merchant of Avon'

Burton-upon-Trent, Stratford-upon-Avon
& return. Steam-hauled throughout.

Loco: TBA. WCR

TUE 10: 'The Dalesman'

York, Carlisle & return.
Steam-hauled: Hellifield, Settle, Carlisle
& return.

SAT 14: 'Steam Dreams Excursion'

London Euston, Weymouth & return.
Steam-hauled: Carnforth, Blackburn.

Loco: TBA. SD

SAT 14: 'The Yorkshire Traveller'

Crewe, York & return.
Steam-hauled throughout.

Loco: No. 34046 *Braunton*, No. 46100
Royal Scot or No. 70000 *Britannia*. ST

WED 7: 'Welsh Marches'

Dorridge, Hereford & return.
Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

SUN 15: 'The Royal Duchy'

Bristol Temple Meads, Par & return.
Steam-hauled throughout.

Loco: No. 60009 *Union of South Africa*.
RTC

SUN 15: 'The Shakespeare Express'

Birmingham Snow Hill,
Stratford-upon-Avon & return.
Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

THU 19: 'Steam Dreams Excursion'

London Victoria, Faversham & return.
Steam-hauled throughout.

Loco: No. 61306 *Mayflower*. SD

SAT 21: 'The Pennine Blackpool Express'

London Euston, Blackpool North & return.
Steam-hauled: Carnforth, Blackpool,
Preston.

Loco: TBA. RTC

SUN 22: 'The Merchant of Avon'

Burton-upon-Trent, Stratford-upon-Avon
& return.

Steam-hauled throughout.

Loco: TBA. WCR

THU 26: 'Steam Dreams Excursion'

London Victoria, Swanage & return.
Steam-hauled: London, Swanage.
Southampton, London.

Loco: No. 61306 *Mayflower*. SD

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

SAT 28: 'The Cumbrian Coast Express'

London Euston, Carlisle & return.
Steam-hauled: Carlisle, Carnforth.

Loco: TBA. RTC

SAT 28: 'The North Briton'

London King's Cross, Carlisle & return.
Steam-hauled: Doncaster, Carlisle.

Loco: No. 60163 *Tornado*. A1ST

Regular steam

WEEKENDS: 'The Jacobite'

Fort William, Mallaig & return.
Steam-hauled throughout.

Locos: Nos. 45407, 45212 or 62005. WCR

Tour promoters

A1ST	A1 Steam Trust 01325 488215
BEL	Belmond Pullman 0845 077 2222
PT	Pathfinder Tours 01453 835414
RTC	Railway Touring Company 01553 661500
TEL	Torbay Express Ltd 01483 209888
SD	Steam Dreams 01483 209888
ST	Saphos Trains 0800 038 5320
SRPS	SRPS Railtours 0131 202 1033
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 01524 737751

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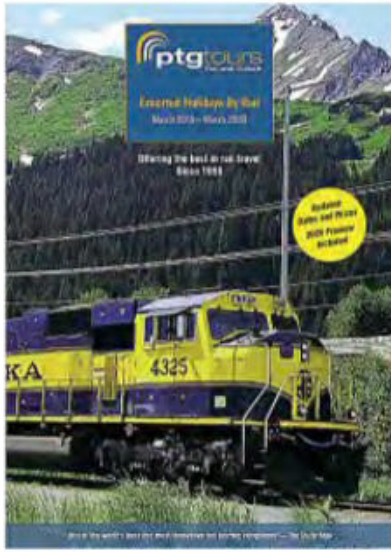


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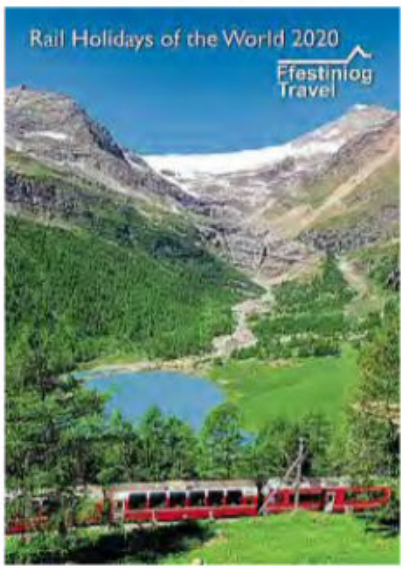
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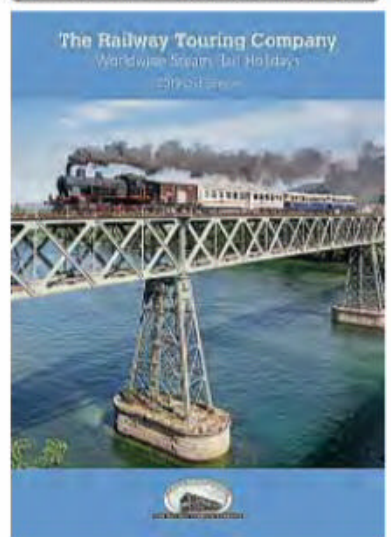
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WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW

In his latest column, **Don Benn** describes the performance of No. 35028 *Clan Line* on the 'Belmond Pullman', of fellow Bulleid Pacific No. 35018 *British India Line* on 'The Cumbrian Mountain Express' and a new record set by LMS 4-6-2 No. 6233 *Duchess of Sutherland*.

THERE have been a lot of very good main line steam performances recently and some of the train running logs I have received will be held over for future issues. In the last issue on page 61, I referred to the good work of No. 35028 *Clan Line* on the Belmond Pullman from Stratford-upon-Avon on July 10 and I can now go into more detail courtesy of Alan Rawlings, who rode in the support coach.

Table one shows the section from Stratford to Banbury, which included the initial one-in-75 climb to Wilmcote and also Fosse Road bank from Leamington to Harbury tunnel.

Alan describes the running over this section: "The new venture for the British Pullman of Warwick and Stratford-upon-Avon provided the opportunity for *Clan Line* to return to a destination of the 1980s where it was a regular visitor from Marylebone. This time the route

was from London Victoria, via Oxford with servicing of the train at Tyseley. The return journey on July 10 was both remarkable and unusual as it involved sustained high speed running on the Great Western Main Line, rather than on the relief.

"Departure from Stratford was 35min late due to a delay in servicing and then the need to await a new path. As is always the case with steam out of Stratford, the first quarter of a mile was problematic. Driver Graham Ward gently lifted the 500 tons up to the canal bridge, before adding as much speed as possible in the dip ahead of the one-in-75 climb to Wilmcote. Given the load, a minimum of 30mph was quite an achievement and we joined the main line at Hatton having picked up a few minutes.

"*Clan Line* swept the Pullmans down Hatton Bank and through Warwick Parkway, only to be checked

on the approach to Leamington Spa to allow a northbound Coventry service to cross our path.

"We were then routed (slowly) through the platform road at Leamington, thereby presenting rather more of a challenge for the climb up to Harbury Tunnel. Speed picked up progressively and settled down on the one-in-178 part of the climb to 54mph that was accompanied by what can best be described as an 'assertive chatter' from the front end.

"Once over the top we hurried onwards, missing out the pathing stop at Fenny Compton, as by now the service train was already ahead of us. So the arrival at Banbury was only two minutes late, where we were booked to change crews and also allow a cross country service to pass."

***Clan Line* races from Didcot to Acton**

I will include details of the next section to Oxford in a future issue, so next in table two are details of the remarkable dash along the Great Western main line from Didcot to Acton.

Alan continued: "Although the British Pullman was now back on time and we were released from Hinksey Yard on time, the slow exit from the sidings put us a few minutes down as we passed Kennington Junction. Despite a rapid acceleration given the load, the signallers decided to stop us on the Didcot avoider to allow a Paddington service to leave Parkway and cross over onto the relief. By the time we got under way again, the three minute lateness had turned into

"As Reading appeared in the distance, it also became clear that the British Pullman was going to be given a clear road through the station where all passenger services now call. It is probably as long ago as 1964 when steam last made a fast pass of Reading, so the crew took full advantage of the moment with a warning whistle for those passengers who didn't appreciate that probably this was not their London train."



No. 35018 *British India Line* nears Kirkby Stephen on the Settle-Carlisle line with the southbound leg of Railway Touring Company's 'The Cumbrian Mountain Express' on Saturday, August 3. DAVID PRICE

POWER OUTPUTS BETWEEN CARNFORTH & SHAP SUMMIT (Values rounded to nearest 10)

Between	Mileposts 1 in	Gradient Edbhp
8 & 9	134R	1310
11½ & 12½	L	1560
22 & 22¾	131R	1730
22¾ & 24	"	1810
24 & 25	106R	1620
25 & 26	"	1620
29 & 30	425F	1290
30½ & 31½	L	1190
32 & 33	146R	1570
34 & 35	75	1850
35 & 36	"	1730
36 & 37	"	1920
37 & 37¼	"	1540

10 and this presented rather a challenge for Wayne Thompson, who was now driving, given that we were booked on the main line ahead of a semi-fast service from Great Malvern.

"*Clan Line* powered along for mile after mile on one of the country's most beautifully engineered railways. As Wayne said afterwards, at each appropriate switching point, he was expecting to see the tell-tale signals showing that the Pullmans would be turned onto the relief line – but it never happened. As Reading appeared in the distance, it also became clear that the British Pullman was going to be given a clear road through the station where all passenger services now call. It is probably as long ago as 1964 when steam last made a fast pass of Reading, so the crew took full advantage of the moment with a warning whistle for those passengers who didn't appreciate that probably this was not their London train.

"Speed was maintained in the mid-seventies right up to the severe check at Ealing, while a westbound freight cleared our path to the relief. By the time the British Pullman was stopped on signals for Acton Wells Junction, *Clan Line* had covered the 49 miles in even time and accomplished something quite remarkable."



SR Merchant Navy Pacific No. 35028 *Clan Line* climbs through Wilmcote station at the head of the Belmond British Pullman from Stratford-upon-Avon to London Victoria on July 10. GRAHAM NUTTALL

TABLE ONE: STRATFORD-UPON AVON TO BANBURY

Date	Wednesday, July 10, 2019
Train	The British Pullman, Stratford-upon-Avon to London
Loco	RbIt MN Class 4-6-2 No. 35028 <i>Clan Line</i>
Load	12 coaches, 472 tons tare 495 tons full
Driver	Graham Ward
Firemen	Vince Henderson
Recorder	Alan Rawlings
Position	First coach
Weather	Dry

	miles	sched	mins	secs	speed
Stratford-upon-Avon	0.00	0.00	00	00	
Stratford Canal	0.23		04	09	6
MP 9½	0.55		05	44	23
Stratford Parkway	1.09		06	47	38
MP 10½	1.55		07	31	36
MP 11	2.05		08	25	32
MP 11¼	2.30		08	54	30
Wilmcote	2.69		09	35	36
Bearley Jct	3.68	8.00	10	56	49*
Bearley	4.29		11	47	49
MP 15	6.05		14	01	51
Claverdon	7.55		15	57	37
Hatton West Jct	8.89	23.00	19	14	14*
Hatton Stn Jct	9.20		20	30	12*
Hatton	9.25	25.00	20	55	13*
Budbrooke Jct	10.42		23	26	42
Warwick Parkway	12.15		25	31	64
Warwick	13.45		27	02	27* sigs
River Avon Bridge	14.25		28	53	31
Leamington Spa	15.38	34.30	31	19	27*
MP 105	16.45		33	04	43
MP 104	17.45		34	23	50
MP 103	18.45		35	30	54
MP 102	19.45		36	38	54/53
MP 101	20.45		37	45	54
Harbury Tunnel	20.80		38	08	54
MP 100	21.45		38	53	56
MP 98	23.45		40	49	66
MP 96	25.45		42	38	65
Fenny Compton	26.45	68.00	43	36	62
Wormleighton LC	27.98		45	06	61
Clattercote LC	29.68		46	42	64
Cropredy	31.73		48	26	69
Little Bourton LC	32.93		49	41	59
Banbury Jct	34.20	82.00	51	05	41*
Banbury	35.26	85.00	53	38	

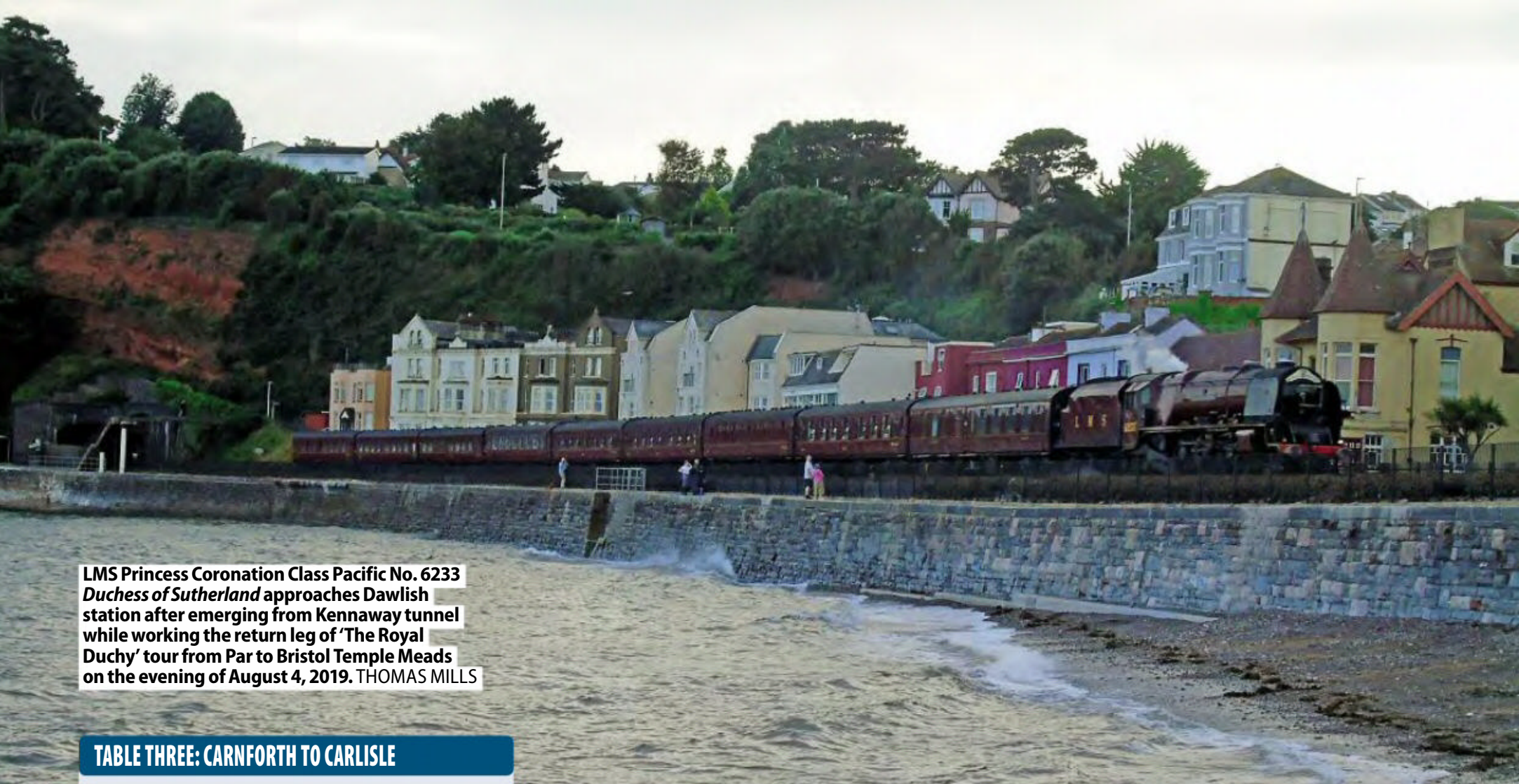
There was a scheduled stop in the Fenny Compton Loop from 51 to 68min
* brakes or speed restriction

TABLE TWO: DIDCOT TO ACTON WELLS

Date	Wednesday, July 10, 2019
Train	The British Pullman, Stratford-upon-Avon to London
Loco	RbIt MN Class 4-6-2 No. 35028 <i>Clan Line</i>
Load	12 coaches, 472 tons tare 495 tons full
Driver	Wayne Thompson
Firemen	Dave Proctor
Recorder	Alan Rawlings
Position	First coach
Weather	Dry

	miles	sched	mins	secs	speed
Didcot Signal SB 922	0.00		00	00	
Didcot East Jct	0.25	0.00	01	32	23
Relief to Main Xover	1.08		03	13	43
Moreton Cutting	1.70		03	59	51
MP 50	3.00		05	25	62
Cholsey & Moulford	4.70		06	51	69
Moulford Viaduct	5.75		07	45	73
Goring and Streatley	8.40	7.00	09	50	76/77
MP 43	10.00		11	12	76
Pangbourne	11.60		12	22	76
MP 40	13.00		13	33	77/78
Tilehurst	14.53		14	37	77
Reading West Jct	15.89		15	43	74/72
Reading High Lvl Jct	16.33	13.30	16	19	73
Reading (No. 10)	17.14	17.00	16	48	76
Kenet Bridge Jct	17.89	18.30	17	20	76
Sonning SB	19.00		18	21	77
Twyford	22.12	23.00	20	38	78
Ruscombe	23.47		21	44	76
Shottesbrook	25.00		23	00	76
Maidenhead	28.88	29.30	25	58	77
Taplow	30.69		27	22	76
Burnham	32.22		28	34	76
Slough West Jct	34.14		29	56	76
Slough	34.72	35.00	30	31	77
Dolphin Jct	35.90		31	30	76
Langley	36.88		32	15	75
Iver	38.43		33	27	76
West Drayton	38.91		34	38	77
Stockley Br. Flyover	41.00	40.00	35	35	75
Hayes & Harlington	42.22		36	25	75
Southall	44.07	42.30	37	54	76
Hanwell	45.79		39	15	77
West Ealing	46.60		39	53	76
Ealing Broadway	47.47		42	24	9* sigs
Acton West Jct	47.98	48.00	43	50	29*
Acton Main	48.90	50.00	46	14	16*
Acton East Jct	49.05		46	50	18*
Acton Wells sig AW146	49.35		49	21	

start to stop average 60.00mph
* brakes or speed restriction



LMS Princess Coronation Class Pacific No. 6233 Duchess of Sutherland approaches Dawlish station after emerging from Kennaway tunnel while working the return leg of ‘The Royal Duchy’ tour from Par to Bristol Temple Meads on the evening of August 4, 2019. THOMAS MILLS

TABLE THREE: CARNFORTH TO CARLISLE

Date	Saturday, August 3, 2019					
Train	0652 Crewe to Carlisle					
Loco	Rblt MN class 4-6-2 No. 35018 <i>British India Line</i>					
Load	11 coaches, 397 tons tare 420 tons gross					
Driver	Steve Chipperfield					
Firemen	Chris Holmes					
Recorder	A Smeaton					
Position	Third coach					
Weather	Dry and warm					
	miles	sched	mins	secs	speed	
Carnforth DGL	0.00	0.00	00	00		
Carnforth	0.24	3.00	01	35	17½	
Yealand MP 9½	3.49		07	02	41	
Burton and Holme	4.74		08	33	58	
MP 13	6.99		10	39	69½	
Milnthorpe	7.53		11	07	68	
Hincaster Junction	9.49		12	55	64/63½	
MP 17	10.99		14	20	65	
MP 18	11.99		15	16	61½/58½	
Oxenholme	13.10	17.00	16	24	59½	
Hay Fell	16.49		19	59	55	
Lambrigg	18.24		21	55	53½	
Grayrigg Summit	19.99		24	02	47½	
Low Gill	21.99		26	08	64½	
Dillicar	23.99		27	53	73½	
MP 31	24.99		28	40	77	
Tebay	26.20	33.00	29	38	75	
MP 33	26.99		30	16	71½	
MP 34	27.99		31	09	64	
Scout Green	29.14		32	19	53	
MP 36	29.99		33	21	47	
MP 37	30.99		34	42	42½	
MP 37¼	31.24		35	04	40½	
Shap Summit	31.49		35	27	38	
MP 38	31.99		36	10	45	
Shap Old Station	33.71		37	57	71/76½	
Harrisons Sidings	35.65		39	35	60½	
Thrimby Grange	36.99		40	53	65/71	
MP 45	38.99		42	38	70½/75	
Clifton	40.99		44	19	68/76½	
MP 49	42.99		45	57	71/69½/71	
Penrith	45.24	55.00	47	54	67½	
MP 55	48.99		51	03	77	
Plumpton	49.99		51	50	75½/74	
Calthwaite	52.38		53	45	76/72	
Southwaite	55.74		56	30	75/73½	
Wreay	58.18		58	28	75/78	
Brisco	59.83		59	46	74½	
Upperby	61.99		61	51	48½	
Carlisle	63.11	77.00	64	59		

Who would have believed that this could possibly happen in 2019 and with a Southern engine at that?

British India Line over Shap

Just three weeks later, on Saturday, August 3, another Bulleid Pacific, No. 35018 *British India Line*, was strutting it's stuff many miles away from its old home territory – in the northern hills. Sandy Smeaton has kindly sent me details of a very good performance on Railway Touring Company's (RTC) 'The Cumbrian Mountain Express' (CME), the 6.52am Crewe to Carlisle. Table three shows the running of this train north from Carnforth with Steve Chipperfield and Chris Holmes in charge.

For once the weather was good and Sandy takes up the story: "RTC had advertised either of the two 5XPs for this trip, but No. 46115 *Scots Guardsman*, newly overhauled and booked for the Conwy Valley re-opening special on the same day, was replaced

by No. 45690 *Leander*, as the Scot had a warmer than desired bearing after its light test run. Consequently, No. 35018 appeared on the CME. Peter Kirk was expected to drive but Steve Chipperfield took his place and I believe Peter took 'Black Five' No. 44871 with support coach north later on its move to Bo'ness for the SRPS's Tweedbank specials. Class 47 No. 47804 and Class 37 No. 37706 arrived at Preston a few minutes early, having come from Crewe via Stockport, Denton, Victoria and Bolton with 10 coaches. The run on to the Carnforth loop took 29min 44sec against 30 allowed with a maximum of 76½ with the Class 37 most likely contributing nothing, as I doubt the Class 47 and Class 37 can work in multiple.

"No. 35018 *British India Line*, with its fire still being built up, eventually backed on to the train, now 11 coaches of 397 tons tare, including the support coach. The gross load was probably not more than 420, there



A1 Pacific No. 60163 Tornado races through Totnes on its record-breaking run between Exeter and Plymouth on June 23. The station's new footbridge can be seen behind the train. MARK WILKINS



Much to the locomotive crew's delight, No. 35028 *Clan Line* was not routed on to the relief line on its return from Stratford to London on July 10. The Pacific is seen here on the fast line at Cholsey. JAMES CORBEN

being quite a few empty seats. Steam was not going to be a problem, as Chris Holmes was the fireman. We moved out of the loop three minutes late and were up to 38mph at MP7 and went over Yealand minor summit at 40mph, accelerating to a maximum of 69½mph at MP13. The speed only fell below 60mph approaching Oxenholme; Hay Fell was passed at 55mph and Lambrigg at 53½mph. However, at the lubricator there was a slip, the warm temperature causing the grease to creep further along the rail. Nevertheless, MP25 was passed at 50½mph and the minimum at MP26, effectively Grayrigg Summit, was 47½mph.

There was no easing in the Lune Gorge and at MP31½ the speed had reached 77mph. Just after MP34, the engine blew off, Chris providing more steam than the engine could use. Scout Green was passed at 53mph and MP37 at 42½mph. Entering Shap summit cutting between MPs37 and 37¼, the regulator was closed briefly, presumably to prevent a slip, but No. 35018 still produced a minimum of 38mph and MP37½ was passed in 35min 27sec from the start and 2min 38sec faster than No. 35018's run on March 2. A controlled run down to Carlisle produced a start to stop time of 64min 59sec, which appears to be the second fastest Carnforth-Carlisle time on record. No. 6233 holds the fastest time of 64min 14sec achieved on July 1, 2006 with two firemen.

"Estimates of the power outputs are given in the table. Despite one 1920edbhp value, most of the values are moderate for an 8P. The answer came from Steve Chipperfield subsequent to the run. Due to the stiffness of the regulator, it could not be fully opened on the climb and the steam chest pressure did not exceed 200psi on the climb. This was yet another a superb run from Steve Chipperfield and Chris Holmes, but there is more to be had from No. 35018."

Indeed I am sure there is more to come from this

superb Bulleid Pacific and I hope I will be able to personally witness at least one run.

New steam record Exeter to Plymouth

Next we have more Pacific power – this time with another engine working miles from its traditional home. On Sunday, August 4, the day after the run with *British India Line*, No. 6233 *Duchess of Sutherland* headed another RTC train, 'The Royal Duchy', from Bristol Temple Meads to Plymouth. Track issues at St Blazey prevented the 4-6-2 working through to Par, as it could not be turned, so instead Class 47 No. 47245 took the train forward from Plymouth while the LMS Pacific was turned and serviced at Plymouth before going to Par to bring the train back. All concerned are to be congratulated in maintaining the pure steam nature of this unique train when it would have been so easy to have attached the diesel locomotive to the back of the train down to Plymouth.

The running was good, with Andy Taylor and Simon Scott in charge of the normal load of nine coaches for 365 tons full. Yatton to Taunton was run in a fraction outside even time and then after cresting Whiteball at a minimum of just under 44mph Exeter St Davids was reached in 33min 48sec from Taunton with some fast running well up to the 75mph limit. At Exeter, good fortune in the form of the late-running 9.04am Paddington to Penzance train allowed 'The Royal Duchy' to leave three minutes early after Andy Taylor had negotiated with Control and it had a clear road all the way to Plymouth. Table four shows the detail supplied by 'Shireman' and it's difficult to see how the steam record of 59min 33sec set by No. 60163 *Tornado* on June 23 just a few weeks before the run with No. 6233 was beaten. Examination of the detail shows No. 60163 was faster on the banks, but No. 6233 won the record over the last few yards to the Plymouth stop. Comparison with my best run, which was with No. 5043 *Earl of Mount Edgcumbe*

TABLE FOUR: EXETER TO PLYMOUTH

Date	Sunday, August 4, 2019				
Train	The Royal Duchy, 0847 Bristol TM to Par				
Loco	LM Class 8 4-6-2 NO. 6233 <i>Duchess of Sutherland</i>				
Load	Nine coaches, 338 tons tare 365 tons full				
Driver	Andy Taylor				
Fireman	Simon Scott				
Timed by	Shireman				
Position	Third coach of nine				
Weather	Mostly cloudy, warm				
	miles	Sched	Mins	Secs	Speed
Exeter St Davids	0.00	0.00	00	00	
Exeter St Thomas	0.92	1.30	03	18	32
MP 196	2.10		04	51	55
Exminster	4.79		07	24	72
MP 200	6.10		08	26	73½
Starcross	8.55	10.00	10	31	71½
Dawlish Warren	10.60	12.00	12	14	67
Dawlish	12.25	14.00	13	45	58½/59½
Parsons Rock Tnl	13.34		14	55	57
Teignmouth	15.01	17.00	16	37	61
Bishopsteignton	17.10		18	32	66½/69½
MP 213	19.10		20	23	57½*
Newton Abbot	20.15	22.00	21	23	59½/62
MP 215½	21.60		22	54	60
MP 216	22.10		23	23	56
MP 216½	22.60		23	57	50½
MP 217	23.10		24	34	44
MP 217½	23.60		25	20	35
Dainton Tunnel	23.89	29.00	25	53	30½
Dainton Summit	24.10		26	03	36/62
MP 219	25.10		27	21	52*
Totnes	28.91	35.00	31	32	58½
MP 224	30.10		32	54	48½
MP 225	31.10		34	23	31½
Tigley	31.60		35	24	28
MP 226½	32.60		37	20	36
MP 227	33.10		38	09	34½
Rattery	33.60		39	04	37½
Brent	35.85		42	06	56/58
Wrangaton	38.10		44	28	57
Ivybridge	40.43	53.00	46	51	64
MP 237½	43.60		50	51	59½
Hemerden	45.39	57.00	51	38	55
MP 241	47.10		53	15	74
Plympton	48.10		54	08	72½
Tavistock jct	49.10	62.00	55	00	56/60½
Plymouth	52.04	68.00	59	26	

* brakes or speed restriction

on April 28, 2012, shows that to produce a net time of 60min with the same load, the class 7 Castle was faster on the banks, 34mph minimum on Dainton, compared to 30½mph with No. 6233; and 34mph at Tigley compared with 28mph with No. 6233 – but slower by nearly two minutes out to Newton Abbot and also slower across to Hemerden. I am grateful to my correspondents Alan Rawlings, Sandy Smeaton and Shireman for sending me their logs and commentaries. My next column will be devoted to *Clan Line's* splendid August 10 running on UK Railtours' Atlantic Coast Express. **HR**

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Collector gets the bird, amid plenty of other activity at Pershore

IF a nameplate sells for more than £50,000, the room will buzz afterwards and the realisation will be subjected to forensic analysis by groups of collectors, a scenario that was played out at GW Railwayana's auction in Pershore on July 13, following the £52,000 sale of nameplate *Kingfisher* from A4 No. 60024.

The success of this, and a variety of other nameplates that went to new homes, was reported in last month's issue, as were the £7100 for a York totem sign; £6200 for a cabside numberplate from GWR No. 6013 *King Henry VIII*; and

£4800 for a GER Norfolk Broads poster.

Three of the 11 nameplates in the auction failed to sell under the hammer, but *Trevithick* from SR Remembrance class No. 32327 went for £7500 after full-time, and the remaining two (*Shirburn Castle* from GWR No. 5030 and *Stokesay Castle* from fellow class member No. 5040), sold within days, for £8000 – plus £2000 for its cabside – and £7800 respectively.

While the elite grabbed the headlines, there was, as usual, much activity in the middle to lower echelons of the auction, led at £4000 by both a 'Royal Scot' tartan headboard and a SR target sign from St Leonards Warrior Sq station, on the Hastings line. Earlier in the auction, another SR target, from the nearby station of West St. Leonards, went for £1200.

Second to York in the totem category came BR(M) Millers Dale (£3600), behind the King in the cabside selection came 4077 from *Chepstow Castle* (£3200), top clock at £2900 was a 12in dial example supplied to the Taff Vale Railway by J Collings of Cardiff in 1870, and the highest-priced smokebox numberplate was 70022 from Britannia Pacific *Tornado*, also at £2900, with 6028 from *King George VI* not far behind at £2600.

A flamecut diesel cabside panel from Class 55 Deltic No. 55018 *Ballymoss* (ex-D9018) achieved £2700; the leading shedplate was 64G from the Scottish Borders' depot of Hawick (£1700); and worksplates were topped by an 1899 Hunslet Engine Co example from Manchester Ship Canal 0-6-0T No. 15 (£2000).

Further down the pecking order was a BR(M) enamel sign from the former Midland Railway station of Trent which sold for £1800; a Great Northern Railway ex-Stathern Junction handlamp (£1650); and a GWR 3500-gallon tenderplate dated 1906 (£1550).

London Underground platform roundel signs had their day too, with the leaders being King's Cross St. Pancras that fetched £3000 and Holborn which sold for £1600, while the chime whistle from a Britannia Pacific, believed to be No. 70026 *Polar Star*, fetched £1300. Prices exclude buyer's premium of 11% (+ VAT).

"Really good," said Simon as he relaxed post-sale. "Possibly one of our best attendances ever, and close to our highest realisations' total. I think we are doing things correctly and going in the right direction."

Casserley collection sale

Simon will next be in action on September 21, when he auctions the first part of the 60,000 railway negatives and slides in the Casserley collection, all which are being sold with copyright.

South London-born H C (Henry Cecil) Casserley started photographing Britain's railways in 1919, and his name became familiar with many trainspotters due to his work featuring in the Ian Allan ABC publications. He died in December 1991 aged 88, and with the death of his son Richard in October 2017, the family has decided to sell the entire collection.

The auction starts at 10am at Pershore High School, and will be followed next spring by the sale of the second and final part of the collection, which is considered to be one of the most important and significant to ever come on the market.



Picture perfect: H C Casserley with his trusty camera in front of GWR ex-Barry Railway Class B No. 200. Although undated, the photograph is pre-1948, as the 0-6-2T did not survive into BR ownership. H C CASSERLEY COLLECTION

→ A Lemaco of Switzerland HO-gauge model of Deutsche Bahn 45 class 2-10-2 No. 45020 was the top seller in a Vectis model train sale at Thornaby on July 19, with a realisation of £560.

The class, the most powerful to ever operate in Germany with a rating of nearly 3000hp, was built by Henschel & Son of Kassel in 1936-37 for heavy freight work. No. 45010, the last member of the class in service, was withdrawn in 1969 and saved for preservation.

Behind at £480 came an O-gauge LNER-liveried No. 4472 *Flying Scotsman* made by Ace Trains of London. Prices exclude buyer's premium of 25% (inc VAT).

Swindon pair and Hall cabsides make late entry into the Stoneleigh arena

NAMEPLATES from two locomotives that each started and ended their days at Swindon are late entries in Great Central's sale on September 7.

The oldest of the pair is *Trematon Hall* from No. 5949, which was built at the works in April 1935 and withdrawn from the town's shed (82C) in May 1961, just a month after it had been in service for 26 years.

The 4-6-0 was named after a Grade II

listed Georgian house in Trematon, near the Cornish town of Saltash, known by railway enthusiasts everywhere as the location of the iconic Royal Albert Bridge, which was designed by Isambard Kingdom Brunel and opened in May 1859 to carry the GWR main line over the River Tamar.

The second plate is *County of Dorset*, from FW Hawksworth-designed No. 1013, which entered traffic in

February 1946 and was withdrawn, when also a Swindon shed resident, in July 1964, making it the penultimate member of the class to be taken out of service.

Other latecomers include the cabside numberplate from No. 5949, which is being sold separately from its matching nameplate, and another cabside, from No. 7907 *Hart Hall*. The auction, at Stoneleigh Park, starts at 10am.



Talisman is bowled over by nameplate hat-trick

TALISMAN Railwayana's Roger Phipps was celebrating what he described as a 'hat-trick' after his auction at Newark on July 27, for all three nameplates in the sale went to new homes either under the hammer or by the following day.

First, both chronologically and price-wise, was *Dante* from LNER A2 Pacific No. 60513, which fetched £10,200 following keen bidding. Shortly after, *Baglan Hall* from GWR No. 4913 was bought at half-time for £3000, having failed to sell during the first-half proceedings – and 24 hours later, *Repulse* (LMS Jubilee No. 45725), another non-seller under the hammer, exchanged hands for £5800.

Heading the non-nameplate charts at £4800 was a GER-pattern Wisbech & Upwell Tramway handlamp believed to date from the line's opening in August 1883 – another four-figure handlamp was a Highland Railway ex-Buckie station example that went for £1050 – while top

totem signs were BR(NE) Ilkley (£2600) and BR(E) Meldreth (£1200).

From the normal to the not-so-normal, from totems and handlamps to – well, a BR station tractor. This 1.8-litre diesel-engined four-wheel Reliant dated from 1983 and was used at a goods depot in Ten Pound Walk, Doncaster. It came in BR livery, was in working order, and went for £1500. An idiosyncratic piece of kit from an idiosyncratically-named street.

Back to the more mainstream, an enamel nameboard from the Midland & Great Northern Joint signalbox Sutton Bridge Junction sold for £1400; a Gorton 1951 worksplate from Class EM1 electric locomotive No. 26017 for £1250; and for £980 apiece, the smokebox numberplate from BR Standard Class 9F 2-10-0 No. 92138 and a BR St Andrews poster by James McIntosh Patrick (1907-98).

Two cabside numberplates came next, from Rhodesia Railway 7th class 4-8-0 No. 39, built by North British in 1903



(£900), and closer to home, a flamecut from Class 55 Deltic D9000 *Royal Scots Grey* (£800), which became No. 55022 and was saved for preservation after withdrawal in January 1982.

Some way further down the realisation list, but an item I have to mention, was a 1952 Ian Allan combined edition *Locoshed Book* that fetched £600. Oh, to think such publications were thrown into the bin by we 1950s' trainspotters when newer editions were issued by Ian Allan. Prices exclude buyer's premium of 10% (+ VAT).

Joy for the LNER in railway poster sale

The LNER led the way in the railway posters' category of an Onslows' online vintage poster sale on July 12, with the leading realisation being £18,000 for a set of six 'East Coast Joys', as reported in last month's issue.

Issued by the LNER in 1931, they were the work of Tom Purvis (1888-1959), who was considered one of the greatest railway artists of his era.

A poster by Walter Dexter (1876-1958) promoting Cromer as the 'gem of the Norfolk coast' that was issued jointly by the LNER and LMS in 1938, sold for £2240, while £1700 was paid for a 1925 example by Austin Cooper (1890-1964) advertising the LNER route to the Isle of Skye via Mallaig.

Two BR posters that each went for £1420 were 'Forging ahead' by Terence Cuneo (1907-96) featuring No. 70000 *Britannia* and one of Ben Nevis signed by 'Clegg' that was issued in 1950. Prices exclude buyer's premium of 20% (+ VAT).

From Isle of Wight to Australia, auction is just the ticket

THE short-lived Isle of Wight (Newport Junction) Railway was in the spotlight at Paddington Ticket Auctions' sale in central London on July 27, when a ticket for a second class journey between Newchurch and Newport went under the hammer for £1500. The 10-mile line opened in 1875 and was amalgamated into the IoW Central Railway in 1887.

Another four-figure realisation was £1150 for four Tasmania Government Railway tickets of 1893 and 1901, and at £980 came an 1851 London & South Western Railway example for a 'mixed train' journey between Waterloo and Kingston, which was renamed Hampton Court in 1863.

In close pursuit was a ticket for travel between The Dyke and Poyning's Valley on the Brighton Dyke Steep Grade

Railway, a 3ft gauge 840ft-long funicular line that opened in 1897 and closed in 1908 (£920). A selection of 26 Chinese tickets followed at £880 – and a London & Greenwich Railway card-type ticket at £840.

This ticket, numbered 43, was issued for travel on the railway's opening to London Bridge on December 14, 1836, and featured coats-of-arms and an illustration of a train crossing a viaduct. It was signed by John Yonge Akerman (1806-73), the railway's secretary, and was one of the oldest tickets ever sold by Paddington Ticket Auctions, which is part of the Great Central group.

A selection (seven) of Hundred of Manhood and Selsey Tramway tickets went for £600 – and a Newport Godshill & St Lawrence Railway third class St



Lawrence-Ventnor Town return on the Isle of Wight for £580. This latter line was opened in 1897 and absorbed by the Isle of Wight Central Railway in 1913. Prices exclude buyer's premium of 10% (+ VAT).

"Very successful with keen bidding," was the verdict of auctioneer Mike Soden, while his fellow Great Central director Dave Jones commented: "Foreign tickets were very buoyant, and we had a lot of worldwide bidding."

A sign of the times heads 'no-frills' Bloxham auction

A WOODEN sign and a signalbox nameboard were the winners in Great Central's 'no frills' sale of general railwayana on August 3.

The former was a 'whistle' instruction sign that went for £720,

and the latter a BR(M) 'Engine Shed Sidings' enamel nameboard (£580). Prices exclude buyer's premium of 15% (+ VAT).

Mike Soden, who shared the auctioneering with Martin

Quartermain, said: "We were strong in a number of areas, including enamel signs, as usual. I was also delighted that there were no unsolds in more than 1000 lots."

The sale, at the Warriner School,

Bloxham, was one of the take-it-away-on-the-day auctions held biannually by Great Central in which, in order to keep everything flowing, there are no reserves, and no commission or telephone bids.



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No. 70038 *Robin Hood* at Lancaster after arriving with the 8.35am from Barrow on July 19, 1967. TREVOR GREGG

A 1967 CAMPING COACH HOLIDAY

In part two of his 1967 camping coach holiday at Grange-over-Sands, **Trevor Gregg** recalls his journeys behind steam and the visits to Warrington Dallam, Carnforth and Bolton sheds.

PART
TWO

It was just after 7am on Wednesday, July 1, 1967, day four of my camping coach holiday at Grange-over-Sands. I opened the curtains of my bedroom, a converted compartment and looked out across to the Cumbrian coastline with Morecambe Bay behind. The sun was shining and the view was superb with reflections on the water – all that was needed to make it perfect was for a steam locomotive to come running past! Still, I had a full day ahead of me and hopefully plenty of steam locomotives to be seen.

My plans were to visit Warrington Dallam sheds (8B). After breakfast and with some sandwiches and a flask placed in the rucksack, together with my all-important camera, I set off on the short walk to the station. The previous day there had been a nice surprise when the 8.35am from Barrow to Lancaster had arrived hauled by Carlisle Kingmoor's Britannia No. 70031 *Byron*. Each day I would join this train in the hope that it would be steam-hauled.

Standing on the station platform, I was patiently looking towards the west to catch the first sight of the approaching train, hoping that my theory was correct. As the train came into view, I could see a Britannia Pacific on the front.

As it slowly came to a stop, I found this time it was No. 70038. Very clean compared to the other members of the class I had seen during the week, the name *Robin Hood* was clearly stencilled onto the smoke deflectors in the place of the original nameplates. It was into the first coach with my head out of the door window to enjoy the sights and sounds of the 7P in action.

We were soon roaring along the shores of Morecambe Bay, before stopping at Arnsdale and then Silverdale. The train guard obligingly waited at the coach door to allow me time to take the photograph and then return to the train before he signalled for the driver to depart.

It wasn't long before we were rounding the curve into Carnforth and I was looking across at the sheds on my right to record whatever steam locomotive numbers I could see.

Just south of Carnforth, it was Hest Bank water troughs where I was always tempted to try to get a photo of the locomotive picking up water but never mustered up sufficient courage. The thought of my reactions not being quick enough to avoid a soaking was overriding and I was particularly worried about my camera.

On this occasion, there was a huge cascade of water onto the coach that came through the

coach end connection blanking door and I found myself standing in a couple of inches of water!

Warrington

Lancaster came all too quickly, but there was just time to take a couple of photographs of *Robin Hood* before I joined the 8.20am Carlisle to London Euston train, headed by Brush (Class 47) D1949, which got me into Warrington Bank Quay Station just after 11am.

On leaving the station, I carefully followed the directions given in my Ian Allan Loco Shed Directory for Warrington Dallam sheds. The depot was located about a mile north of Bank Quay Station. Upon arrival, I found the foreman's office and asked if I could have a look around and I was delighted when I was told yes. I concluded that as the steam depots were nearing the end of their working lives, some shed foremen were a little more sympathetic towards steam enthusiasts.

Unfortunately, on this occasion I was to find there were not many locomotives to be seen. In the running sheds there were two 'Black Fives' Nos. 45375 and 44813, together with a 9F No. 92132. Outside the sheds, 9F No. 92131 was employed on the mundane task of moving a single drop-sided wagon





around as two members of the depot staff shovelled ash into it from the piles that had been emptied from the locomotives. To the side of the sheds, I found the coaling stage and a large water tank. The coaling stage was not of the normal tower type I was used to seeing, but it was simply a conveyor carrying coal that could be swung out and over the top of a locomotive's tender. It was here that I found two 9Fs, Nos. 92137 and 92055 being topped up with coal and filled with water before their next turn of duties. No. 92055 looked to be in a very run-down condition with the front number plate missing. I took some photographs before I set off on my walk back to the station.

I planned a few hours of trainspotting and taking photographs at Bank Quay station before taking a train to Preston and on to Grange. Positioning myself at the southern end of the station, it was only a few minutes before 'Black Five' No. 44848 came storming through on the main line with a northbound passenger train. It appeared to be an army train, as all the passengers I could see were wearing military uniform. The next to arrive was Manchester Patricroft's Caprotti Standard 5MT No. 73132 with a southbound freight on the slow line through the station. When it

'Black Five' No. 45310 shunting at Wigan North Western Station on July 21, 1967. TREVOR GREGG



“On arrival at Wigan North Western, I was immediately rewarded with Britannia No. 70011 *Hotspur* storming through the station on a northbound freight. The driver had a wry smile on his face as he looked out from the cab as it appeared he had opened up the regulator fully for my benefit. Certainly, the noise and the black smoke were superb!”



BR 9F 2-10-0 No. 92131 and a single 16T mineral wagon cleaning up ash at Warrington shed on July 19, 1967. TREVOR GREGG



In torrential rain, Heaton Mersey's 8F 2-8-0 No. 48677 is seen with a breakdown crane at Warrington on July 19, 1967. TREVOR GREGG

came to a stop, it was out with the camera for another photograph, before the 4-6-0 set off on its journey south. 'Black Five' No. 44809 then came through on another southbound freight, and then it was No. 44830 on another, followed not long after by Britannia No. 70014 *Iron Duke* on a third. What a location I had found – I could not believe how busy Bank Quay station was. Unfortunately, the weather was starting to deteriorate, with the sun giving way to torrential rain – the type you often get during the summer months, which is not conducive to taking photographs.

At this point, Heaton Mersey's Stanier 8F No. 48677, which was hauling a breakdown crane, arrived and came to a stop. It was a case of running out from under the shelter of the station roof canopy, getting a photograph and then running back. Although my camera was a Kodak 35mm, it had a fixed shutter speed that was quite slow and stationary subjects like this one were always the best to take. Rather than remaining on the platform under the station canopy, I found another location that gave me a better vantage point, together with some shelter – the gentlemen's toilet block! It was located further along the platform from the main station buildings and from here I could keep looking to see any approaching trains. From this new location, I was able to photograph No. 44680 storming through the station on another southbound freight and although it was still raining, the sun had

now popped out. This locomotive was one of the group of experimental 'Black Fives' – the most famous of which is No. 44767 *George Stephenson*, which is fitted with outside Stephenson link motion and Timken roller bearings. No. 44680 was introduced in 1950 and was fitted with Skefko roller bearings.

As the rain had almost stopped, I moved to the southern extremity of the platform to try and get a photograph with some very impressive industrial buildings and chimneys in the background. Almost immediately, I was rewarded with another southbound freight, hauled by 'Black Five' No. 44917, another locomotive that was looking in a very sorry state. The number plate was missing and the shed plate of 6A Chester had been painted on. With the recent closure of Chester shed, this locomotive had been transferred to Crewe South, but it had not been fitted with the correct shed plate by then.

My last photograph before leaving Bank Quay station was taken at the opposite end of the station and this was of Carlisle Kingmoor's 9F No. 92071, which drifted through on a northbound freight. Just as I was boarding the 1.05pm Euston to Blackpool South train, hauled by D1608, Leeds Holbeck's immaculate Jubilee No. 45697 *Achilles* came through on a southbound freight. I was very disappointed, as had it been just a few minutes earlier, I could have got a photograph.

Changing at Preston, I joined a Barrow-bound

train hauled by another Brush, which got me back to Grange at 5.40pm. Arriving back at the camping coach, I found the evening meal was ready – just what I needed after a busy day. When I sat down at the table, I always faced Morecambe Bay because it allowed me to see the Grange signalbox and the 'pulling off' of the signals. I didn't have to wait long before a signal was raised. I quickly left the table, grabbed the camera and, with one of the coach windows lowered, I photographed 8F No. 48033 on a Barrow-bound freight.

After we had eaten, I took a walk towards the tiny Holm Island and Meathop, just east of Grange, photographing 9F No. 92008 on an oil train and then No. 48033 heading back towards Carnforth on a returning freight.

The final photograph of the day was of the evening Barrow to Preston parcels, which was always steam-hauled by a 'Black Five' – on this occasion it was No. 45347.

Oxenholme

On the Thursday I had planned another visit to Oxenholme and Windermere, hopefully followed by a look around Carnforth shed (10A). On the Monday I had gone to Oxenholme and found the majority of the Blackpool North to Windermere services were steam-hauled and the prospect of steam haulage on the climb out of Carnforth was appealing. If my plans worked out correctly, I would be steam-hauled from Grange to



Britannia No. 70029 *Shooting Star* takes the empty stock from the Barrow train out of Lancaster on July 21, 1967. TREVOR GREGG



9F No. 92009 sets out from Carnforth with a northbound freight on July 21, 1967. TREVOR GREGG



Carlisle Kingmoor shed's 'Black Five' No. 44911 is seen on arrival at Lancaster with the train from Barrow on July 27, 1967. TREVOR GREGG

Lancaster and then steam-hauled from Lancaster to Windermere. When the 8.35am Barrow to Lancaster train arrived into Grange I was surprised – yes it was steam-hauled, but not by a Britannia – instead it was Carlisle Kingmoor's 'Black Five' No. 44911. It was my usual routine with head out of the window for the journey with a photograph at the Silverdale stop and a few others when the train terminated at Lancaster. It was not a heavily loaded train and No. 44911's performance certainly matched those of the Britannia's on the previous days.

As I waited for my Windermere train, Carnforth's 4MT No. 75015 came chugging along with a northbound freight, followed by a 'Black Five' No. 45134 on a southbound parcels train. Then, to my delight, the 9.35am Blackpool North to Windermere train arrived with 'Black Five' No. 45001 on the front. As we set off from Lancaster, there were some nice sights and sounds from No. 45001, particularly on the rising gradients from Carnforth to Oxenholme.

It was less than an hour's run from Lancaster to Windermere and with the train not stopping at Oxenholme, I got the first train back from Windermere, which was diesel-hauled. What I wanted at Oxenholme was a photograph of a train starting off on the climb to Grayrigg and Shap with a banking engine at the rear. BR 4MT 2-6-0 No. 75033 was patiently standing in the sidings just south of the station, waiting to provide any banking assistance required. Only a few minutes after getting off the train, there was a sound of a Stanier whistle and Manchester Newton Heath's 8F No. 48046 came pounding up the climb through the station on a northbound freight, closely followed by Britannia No. 70011 *Hotspur* drifting through on a southbound freight. I left the station

to go to a vantage point I had found on my Monday visit – an overbridge just south of the station. This gave me excellent views of both northbound and southbound trains coming through the station. It also gave me a good view of the Oxenholme No. 2 Signal Box at the end of the southbound platform.

As I looked intently towards the signalbox, I saw the signalman pull off the home signal on the southbound main line and within a few minutes Warrington's 9F No. 92224 drifted through the station very slowly with a southbound mixed freight. Then it was a northbound passenger train with No. 44674 hauling the 12.38pm Preston to Windermere train. There was still no movement from No. 75033, so I came to the conclusion that a photograph of a banking engine in action had again alluded me. I set off for the station to catch the 11.30am Glasgow Central to Manchester Victoria train, which would take me back to Carnforth.

Carnforth

At Carnforth I left the station, crossed the road and made my way over a long footbridge that led to Carnforth sheds. This offered good views of the sheds and the sight in front of me was very impressive. I could see a large number of steam locomotives, predominately 'Black Fives', many shrouded in a haze of smoke. It reminded me of my first visits to Carlisle Kingmoor sheds, where there always seemed to be a smoky atmosphere and sometimes well over 100 steam locomotives could be seen. I took a few photographs from this footbridge and one of these was of a row of locomotives that appeared to be in storage, as they had covers fitted over the tops of their chimneys. In this row was preserved 4-4-2T No. 80 *Thundersley*, which had previously been stored at Derby Works, 'Black Five' No. 45025 (which

is now on the Strathspey Railway) and Ivatt 2MT No. 46400, the first member of the class of 128 locomotives.

I started walking along the rows of steam locomotives outside the sheds, but kept well away from the offices, as on this occasion I decided not to ask for permission, thinking this would probably not be forthcoming, considering the size of the depot and the numbers of steam locomotives that were moving around.

I first concentrated on the northern end of the sheds – there seemed to be 'Black Fives' everywhere. In the sidings near the turntable there was a row of withdrawn locomotives, which included my first sighting of a double-chimneyed BR 4MT. I thought No. 75020 looked quite ungainly and came to the opinion that this class of locomotives looked far better with single chimneys.

I then moved onto the southern end of the sheds and again it was predominately 'Black Fives'. Although I had avoided going inside the sheds, my notebook still recorded a total of 33 'Black Fives', eight BR 9Fs, five BR 4MTs, two Ivatt 2MTs, just one Stanier 8F and, finally, one Britannia, No. 70027 *Rising Star*.

Kents Bank

I then set off back across the footbridge and on to the station to take a train back to Grange. That evening I decided to have a walk from Grange to Kents Bank station, the next station on the line to Barrow. I arrived at the station just in time to photograph No. 44795 on a northbound freight before No. 45149 came through running light engine towards Barrow.

Wandering around the station which, like Grange, was on the shore edge of Morecambe Bay, I found a relic from a long-gone era in the form of a Furness Railway warning to trespassers notice. I then heard the sound of

a diesel horn and I could see an approaching freight from Barrow hauled by one of the slightly strange looking Metropolitan Vickers Co-Bos. I knew there were not many locomotives in this class and therefore it was worth a photograph and, as it came alongside me, I found it was D5708. I made my way back to Grange and on to one of my favourite locations, the ungated road crossing that led to the tiny Holm Island. This was a good location to get close to the locomotives and see them working hard, although as they were moving fast, it was not ideal for my fixed shutter speed camera. My next photograph of 8F No. 48331 tearing along with a westbound freight resulted with a blurred locomotive front.

The last photograph of the day was better, as the locomotive was coming straight into the camera and not crossing it. This was the regular steam-hauled Barrow to Preston evening parcels hauled by the returning No. 45149, which I had seen two hours earlier at Kents Bank station.

Wigan and Bolton

On Friday, the last full day of my holiday, my objective was to try and have a look around Bolton sheds (9K). As usual, it was the 9.17am train from Grange, hauled by Britannia No. 70029 *Shooting Star*. I took photos from the platform at the Silverdale stop, a few looking out of the coach door window of the Britannia in action and some at Lancaster Castle station where the train terminated.

At Lancaster, I joined the 8.20am train from Carlisle, hauled by Brush D1935, which got me into Wigan North Western station at 10.50am. On arrival, I photographed 'Black Five' No. 45310, which was shunting some parcels vans. Next came 8F No. 48291, bringing a freight up from the Bolton line and onto the West Coast Main Line and past a large goods shed with a prominent Fyffes advertising sign. I was told many years later that children in the area thought, due to the

"Arriving back at the camping coach, I found the evening meal was ready – just what I needed after a busy day. When I sat down at the table, I always faced Morecambe Bay because it allowed me to see the Grange signalbox and the 'pulling off' of the signals. I didn't have to wait long before a signal was raised. I quickly left the table, grabbed the camera and, with one of the coach windows lowered, I photographed 8F No. 48033."

sign, that they grew bananas in the sheds!

I left North Western station to take the short walk to the nearby Wigan Wallgate station on the line between Bolton and Southport. Just before midday, I arrived at Bolton Trinity Street station and set off for the sheds, again following the comprehensive directions given in my Ian Allan Loco Shed Directory. The route took me over a road bridge that afforded a fine view of trains leaving the station and of a large and very impressive goods shed situated to the right. The lettering along the top of the goods shed wall read, 'London Midland and Scottish Railway Goods Warehouse'. It was certainly a busy goods shed with numerous wagons in the process of being unloaded and loaded.

Pausing on the bridge, I took a nice photograph of No. 45444 heading out of the station hauling a parcels train. After about a 15-minute walk, I arrived at the depot gates and followed a path that took me up to the running sheds with the foreman's office inside. The sheds were quite busy and as I could be easily seen from the office, I decided upon my direct approach of politely asking if I could have a look around. It had worked quite well during the week at other sheds I had visited, but alas it did not work at Bolton! The person who seemed to be in charge, who I took to be the shed foreman, told me in no uncertain terms that I could not have a look

around and to leave the premises.

It was only a few years ago, in one of the articles in this magazine, written by the late Alan Castle, a noted authority on the last days of steam in the North West, that I discovered Bolton was one of the most difficult sheds to get around – the shed foreman was notorious for his anti-enthusiast stance. Downhearted, I returned along the path but still managed to get the numbers and to take some photographs of the steam locomotives standing alongside. All the locomotives I could see in steam were 'Black Fives'. Two rows of withdrawn locomotives contained 'Black Fives' and three BR 2MTs.

On my way back to the station, I again paused at the road overbridge to photograph 'Black Five' No. 44909 hauling a parcels train, closely followed by Britannia No. 70039 *Sir Christopher Wren* on a passenger train. Arriving back into Trinity station, I photographed No. 45101 hauling the 1.40pm Manchester Victoria to Blackpool South train.

I left Bolton on the 2pm train that would take me back to Wigan, having spent less time in Bolton than I had originally planned. I considered getting back to the West Coast Main Line would offer me better opportunities to see and photograph steam than I would have had I remained at Bolton.

On arrival at Wigan North Western, I was immediately rewarded with Britannia

A sign of changing times can be seen with the influx of 'modern traction' in this scene of the north end of Carnforth shed on July 27, 1967. Among the locomotives is 'Black Five' No. 44805 and D5177, a Sulzer Type 2, which would later become Class 25. TREVOR GREGG



'Black Five' No. 45025 and BR 2MT No. 46400 and former London, Tilbury and Southend Railway 4-4-2T *Thundersley* are seen at Carnforth on July 27, 1967. TREVOR GREGG



No. 70011 *Hotspur* storming through the station on a northbound freight. The driver had a wry smile on his face as he looked out from the cab, as it appeared he had opened up the regulator fully for my benefit. Certainly, the noise and the black smoke were superb! This was quickly followed by 'Black Fives' Nos. 44889 and 44920, also hauling freights.

I then joined a train from Euston that, after a quick change at Preston, got me back to Carnforth at 5.23pm. Although I had only 30 minutes to wait for my train to Grange, there was plenty of steam action to see and photograph. Once again, my location was the southern end of the station and no sooner had I arrived than No. 45221 came past on a southbound freight, followed by No. 45062 on another. Northwich's Stanier 8F No. 48033 came off the Barrow line with a long freight and eased to a stop to take on water from one of the cranes at the end of the platform. Then, with its tender topped up, the 8F made an

impressive sight and sound as it repeatedly slipped trying to restart its heavy train.

My final shot was of Carlisle Kingmoor's 9F No. 92009 coming out of the sidings and crossing over onto the main line hauling a northbound freight. Then it was back to Grange to pack and help clean up the camping coach in preparation for our departure the following morning. However, I still managed to photograph the evening Barrow to Preston parcels and this time No. 45090 was in charge.

Return home

It was an early start on the Saturday morning with the final packing and loading of the car to be done. The 9.17am Grange to Lancaster was again hauled by No. 70029 *Shooting Star*. I photographed the train leaving Grange from one of the coach windows and then set off to the station for a walk along the promenade to get my very last photographs. A four-coach DMU came along on the 9.07am service from

Preston to Barrow and then it was my final shot – a 'Black Five' with a freight heading towards Barrow. Back at the loaded-up car, I said goodbye to our camping coach and we set off on our journey back to Blyth.

This was my second camping coach holiday at Grange-over-Sands and I enjoyed every moment of both. It seemed incredulous that in just 12 months' time all the steam locomotives I had seen during the week would be gone. I had thought this would be the end of my steam photography in the Grange area, but I was wrong, as I was back only 10 years later when BR lifted the steam ban and the midweek Cumbrian Coast rail tours commenced. Sadly, on coming back to Grange I found the camping coaches had gone and all the sidings where they had been located had been removed. However, the memories of those happy camping coach holidays will remain with me for ever. **HR**

→ Read part one in issue 251.



A busy scene at Carnforth shed on July 20, 1967. Beneath the coal stage is 'Black Five' No. 45227, while BR 4MT No. 75021 can be seen on the right. TREVOR GREGG



Recently transferred from Chester to Crewe South at the time, 'Black Five' No. 44917 drifts through Warrington on July 19, 1967. TREVOR GREGG

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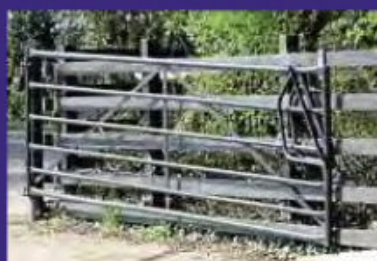
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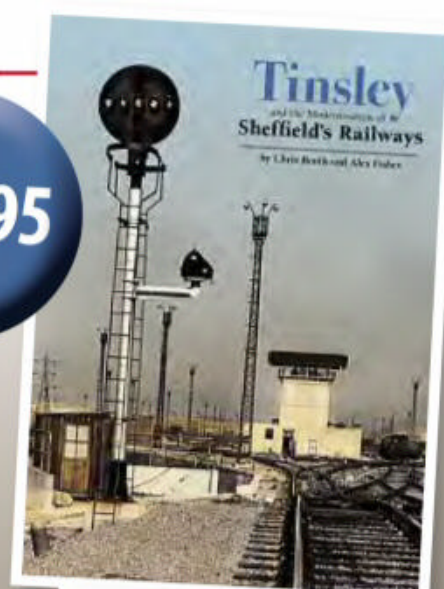
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TRACK TALK

→ Is there no support for a new Cheltenham main line link?

MAY I thank you for your support of the Gloucestershire Warwickshire Railway and the masses of publicity that *Heritage Railway* has given to us over the last few years. It has helped to make our railway better known to the general public and makes us volunteers very proud of what we are doing.

With regard to Michael Hills' letter on page 73 of issue 256, I thoroughly endorse the concept of our needing to consolidate the Broadway extension over a period of years (and also make provision for a possible substantial expenditure on repairing the Stanton road-over-railway bridge) prior to extending either north or south.

One thing that greatly puzzles me is the lack of any enthusiasm amongst the railway press for a viable future southern connection via a 1350-metre deviation to connect up with the Midlands Main Line. Such a connection, with a park-and-ride station next to the racecourse, is supported by Network Rail, the GWR and Gloucestershire County Council and would cost this railway zilch.

Apart from a letter of mine that you printed in issue 252, I have seen no other mention whatsoever. An explanation for such a lack of any enthusiasm would be greatly appreciated as I do feel as if I am knocking my head against a brick wall!

Tim Bazeley, email

→ Pleasing design for new Caernarfon station

With reference to the letter from Nigel Spencer regarding the new terminus building in Caernarfon station, I have to say I was pleased with the utility value of it housing an eatery, shop and toilets. Together with space to meet others travelling on the train, the use of sleight makes it a very functional facility, where, on my previous visit, there was nothing to attract you to the railway. The F&WHR must have thought a lot before choosing this design, a very modern concept for a railway relating to the 21st century.

Keith Littlewood, Erith, Kent

STAR LETTER

Taking nameplate changes to the extreme

THE research by myself and your correspondent Geoff Courtney on incorrectly-spelt steam locomotive nameplates (*Heritage Railway* issue 256) has thrown up a few more that were changed in service, and one of them, involving GWR No. 4017, does seem rather extreme.

This Star class 4-6-0 started life in April 1908 as *Knight of the Black Eagle*, but this was changed to *Knight of Liège* in August 1914, due to the original name's connection with Germany.

That seems fair enough, but in 1925 the grave accent over the first 'e' in Liège was changed on the nameplate to an acute accent, a subtle difference between French and Belgian spelling that may have delighted linguists but surely raised a few eyebrows elsewhere.

Then there was a trio of Southern Railway West Country class engines, the first two of which are preserved. No. 34023 was given the name *Blackmoor Vale* in August 1947 when numbered 21C123, but this was changed to the more common *Blackmore Vale* spelling in April 1950, while No. 34092 *Wells* was changed to *City of Wells* in March 1950, just six months after



LMS Class 4F 0-6-0 No. 44167 at Blandford Forum with a short Up freight train on April 20, 1963. The SDJR station was named Blandford from opening in 1863 until the word 'Forum' was added in September 1953, nearly a year after a similar change to the name of SR West Country class Pacific No. 34107. Forum is derived from the Latin for marketplace. BEN BROOKSBANK/ CREATIVE COMMONS

it had emerged from Brighton Works.

The third was No. 34107, which was built in April 1950 as *Blandford*, a name it carried until October 1952, when the Pacific became *Blandford Forum*, a name that was first recorded in 1540!

Incidentally, the town's Somerset

& Dorset Joint Railway station was named simply Blandford from opening in 1863 until September 1953, when the 'Forum' was added, nearly a year after the locomotive was similarly renamed.

Mike Soden,

Great Central Railwayana, Banbury

A business case can be made already for Stratford-Honeybourne line reopening

Michael Hill, Platform issue 256, in his reply in to my letter (page 86 issue 254) seems to have misunderstood my suggestion that a separate company be formed to acquire the trackbed of the Broadway-Honeybourne Line from Railway Paths Limited, in order to restore five of the seven bridges, fences, drainage, removing vegetation etc.

At no point did I suggest that the Gloucestershire and Warwickshire Railway (GWR) be involved, as that company has made it quite clear that 14 miles is long enough for a volunteer-led heritage railway.

The two other bridges over the former railway are in good condition – the Broadway bypass, completed in 1998, and the bridge carrying the North Cotswold Line, which Network Rail replaced some years ago, both of which to double track width.

Incidentally, I stated in my previous letter that the original bridges were constructed, in 1906, to a 40-ton weight. This was incorrect and should have read 18 tons.

Vintage Trains recently became a

fully-licensed Train Operating Company and as a result plans to run more steam trains on the North Warwickshire Line between Birmingham and Stratford-upon-Avon. It also has an aspiration to operate beyond Stratford over a reopened line to Cheltenham, as a major tourist attraction, on the whole of the former Great Western Railway main line.

It is well known that there are long-term proposals for the reopening of the closed section of railway line from Stratford-upon-Avon station to Long Marston, where it would join the existing three-mile railway to Honeybourne and onwards to join the GWR at Broadway.

At Long Marston, there are major housing developments planned or started for some 6000 homes, including a garden village on a former airfield, as well as being the base for the Quinton Rail Technology Centre and Vivarail. This will enable a strong business case to be made.

The reinstatement of the Stratford-upon-Avon-Honeybourne Line is included in the latest Worcestershire Rail Investment Strategy (2019-2034),

as well as being one of the aims of the North Cotswold Line Task Force. The reinstatement is also included in the draft Warwickshire Rail Strategy, which goes out to public consultation until September 29. In addition it was included in the Great Western Railway's Vision for the North Cotswold Line, launched at Witney in 2016.

The modern-day GWR is keen to operate new services on the route, with the possibility of a through Stratford-upon-Avon-Moreton-in-Marsh-Oxford-Reading-Paddington service, in one direction and a Stratford-upon-Avon-Honeybourne (for the GWR?), Evesham-Worcestershire Parkway-Worcester service, in the other. Both services could serve a new park-and-ride station at Long Marston.

The reinstatement of the Stratford-upon-Avon-Honeybourne Line is dependent on the two remaining single track sections of the North Cotswold Line being redoubled, to provide the necessary capacity for the new services.

Michael Brockington,

Welford-on-Avon, Warwickshire.

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Where rail cannot beat the car

I READ with great interest the letter from Paul Tetlaw in issue 255 'Heritage railways can provide green transport despite fossil fuel emissions.' Oh that life were as simple as Mr Tetlaw thinks.

We live in Wymondham and, thanks to a dearth of meaningful shops, travel to Dereham about once a fortnight to do a main shop. As you know, this is the Mid-Norfolk Railway's line. However, to put use of the railway as a transport link into perspective: the station at Wymondham Abbey is a good 25 minutes' walk from our home with the Abbey station down a lane with no public footpath and a poor 'car park' nearby.

If we were to walk, the first train is the 11.30am from Wymondham Abbey (Wednesday/Saturday/Sunday during the open season): this takes 40 minutes to Dereham (arrival 12.10pm), where the station is reasonably central to the town centre – but to visit the shops we use would involve much walking. We have calculated at least two hours to get round the three food shops we visit, nothing else, adding in the time for the shop itself, not even a cuppa – we reckon at least three hours but probably more.

Yet we must be at Dereham station for the 13.30pm back as this is the

last train of the day. We would arrive back at Wymondham Abbey at 4.10pm, laden like donkeys for the 25 (longer as we are now tired too) minute uphill walk home (there are hills in Norfolk!).

This, together with a fare of £22 (£30 on a steam day) without even a cup of tea, makes it an expensive, time-consuming and impractical exercise. In contrast, I get into my car, drive for about 20 minutes and park. We shop; I drive for about five minutes; we shop; drive for about five minutes, park and – yes – shop. Not only that, if we do nothing else, we are home before that first train has even arrived at Wymondham Abbey, let alone started back.

Should we need to do other shopping, not just food shopping, we have plenty of time and no stress to do so. The cost of the car is taken over a whole year and the petrol for the journey is very little too. The railway is sadly not practical in any way.

Incidentally, the main line train from Wymondham is little better for similar reasons – its paucity of service and the poor location of the station at Norwich (for example). Other heritage railways are doubtless similar.

*Simon James,
Wymondham, Norfolk*

Should public funds be used for Honeybourne extension?

In Platform, issue 257, Paul Gibbons lists many difficulties that may prevent the Gloucestershire Warwick Railway from fulfilling its long-term aim of reinstating the rail route between Stratford and Cheltenham. Perhaps the crucial difficulty pointed out by Mr Gibbons is the matter of funding. While the GWR was busy establishing itself and then slowly extending its line, local authorities were also busy allowing adverse plans that will make getting linked to Network Rail at Cheltenham very difficult and linked at Stratford not at all easy.

To be fair to the local authorities that have made rail reinstatement difficult or impossible in so many locations, lacking a national directive to protect trackbeds, they often cannot refuse planning applications on the basis that one day a railway might need to be replaced. The expense now of reinstating the whole route may therefore require the sort of money that could only come from the public purse. That might happen if the route were considered of sufficient strategic

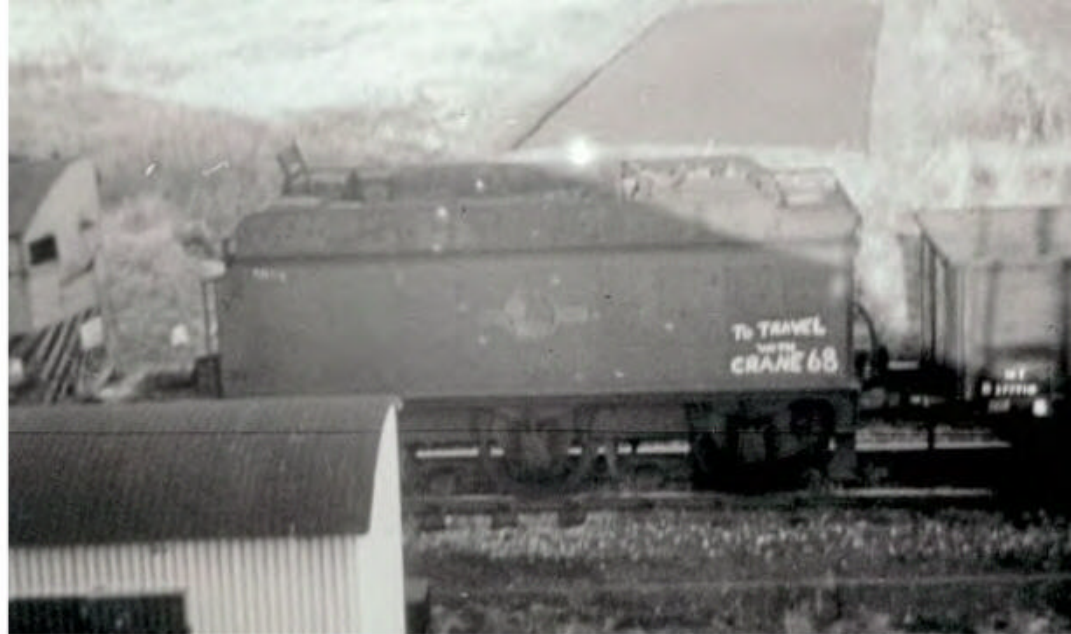
value. The question would then arise as to how and by who the railway would be operated.

That does not however mean that Broadway should be the end of the line. Getting to Honeybourne will doubtless be expensive but seems eminently "do-able". This would enable a link to the national rail network and the advantages of this to the railway and to tourism for the area served are very obvious.

There now seems a momentum for growth that it would be a pity to lose by too long a period of consolidation, and from what it has already achieved, the railway has well demonstrated both the engineering and fund raising capabilities needed to undertake this.

If there is to be a pause, then perhaps that time will be after the railway has its link to the rail network. After that, getting back to Stratford might then be considered before finally the really difficult link at Cheltenham.

*Michael Huber,
Lindford, Bordon, Hampshire*



Was this the last ever, albeit token, presence of a steam locomotive on the line between Honeybourne, Broadway and Cheltenham, I wonder? In late autumn 1970 I spotted this redundant tender parked on a siding alongside the line at Honeybourne and snapped it with my Kodak Instamatic. I had no idea which locomotive had last used it, but it was clearly being given a second-hand role on the big railway. Painted on the side were the words 'to travel with Crane 68', suggesting that it was used as part of a consist with a steam breakdown crane – a type of vehicle used for many years in service after steam haulage ended on the main line in 1968. Does any reader know the fate of this tender and if by a miracle it survives in the heritage sector today? ROBIN JONES

We should celebrate earlier steam as well as BR

THROUGH a series of articles on great engineers, Brian Sharpe has taken us all on a journey through the history of steam railway, starting in 1802 with Richard Trevithick's earliest steam traction at Coalbrookdale.

It is a journey that we can all take for ourselves courtesy of places like Beamish Museum, with its original and new-build replicas, and we are fortunately able to travel back to experience this part of the lives of our ancestors.

Brian does not stop there, moving on through a series, he has brought us stage by stage through time to the 1850s and the next period and I am sure we all await the steaming of the Tyseley 2-2-2 Bloomer – although of course we are lucky to still have the other 2-2-2s including Didcot's contribution to broad

gauge. It is no less than the story in fact of our railway's history, the basis of the heritage railways of today.

Many of today's preserved railways have picked this up and have become living museums, while several appear to operate as if BR was all that ever existed. Unfortunately, the photographic charter groups tend to promote this, even paying to repaint historically correctly-painted engines to this later period at the end of steam.

Acknowledging that BR did exist and created some magnificent locomotives which are well represented in today's railways, this must surely be reason enough not to take the identity of earlier machines and disguise them in the later period at the end of steam.

*Derrick Martin,
Hornchurch, Essex*

Where divided drive was used between cylinders

I HAVE just read part 7 of Brian Sharpe's articles on Great Steam Engineers (issue 255) and would like to clarify a couple of points.

In discussing the Webb compounds he refers to the divided drive and lack of coupling rods, making the statement that "no other railway ever entertained such a design." However, on Drummond's four-cylinder 4-2-2-0 of 1897 No. 720, the two inside cylinders drove the leading coupled axle with the rear coupled axle driven by the outside cylinders.

These were all high pressure cylinders, not compound. Following steaming difficulties, the cylinders were reduced in size and a larger boiler fitted. A further five locomotives were built in 1901.

In his general comments on use of compounds in this country he notes that some railways produced a small number of examples and goes on to make the

statement that "the Great Western remained faithful to the simple expansion design." The former point seems to ignore the Midland Railway three-cylinder 4-4-0 compounds which became an LMS standard design following grouping and the various classes of two, three and four-cylinder compounds on the North Eastern Railway for both freight and passenger traffic.

While GWR design policy was to remain with simple expansion, this followed Churchward's import of three French de Glenn four-cylinder, 4-4-2 compounds used for comparative tests with his planned standard types. While compounding was not adopted, the concept of divided drive between inside and outside cylinders was used on future GWR four-cylinder designs.

*Mike Johns,
Taunton, Somerset*

YOUR COUNTRY NEEDS YOU!



The famous First World War poster emphasised how, before conscription, volunteers were needed during such an important part of history.

Today, it isn't Lord Kitchener that needs you, but your help, time and funds are needed to help the organisations on these pages reach their goals. The preservation scene is in the position it is because of the support it has received through the years from grants, hard work and donations from the public.

Tireless efforts have been made to bring back locomotives and railways. Many hours have been freely given by volunteers, whether that's engineering, cleaning, painting, general maintenance, ticket-selling or collecting... or even making well-earned

cups of tea. Without them the paid skeleton staff that are employed by the railways couldn't cope with demand.

Any type of work can be available for a volunteer, even driving a locomotive if you are qualified or you want to learn. These efforts have seen a world, that was once planned on being removed as it was deemed to be out of date, being reborn instead.

Unfortunately, locomotives are not cheap to build or maintain and donations are consistently needed, while projects are getting off the ground with the hope that once they are up and running they will become self-sufficient.



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Built by Sharp Stewart in 1879 for the opening of the Southwold Railway in Suffolk, Blyth was still in service when the railway closed in 1929.



A replica of this iconic locomotive is currently under construction at North Bay Engineering in Darlington. Much of the funding is in place and the boiler has been completed. Work has started on the rolling chassis, cylinders and motion but the Trust needs to raise a further **£150,000** to complete the project.

Funding permitting, a 'Sharpie' could be back on SR metals by the end of **2020**.

Donations can be made through the Trust website:

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or by cheque payable to "Southwold Railway Trust" at 23, High Street, Southwold, Suffolk. IP18 6AS.

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SUPPORT OUR APPEAL

The Tarka Valley Railway is appealing for your help to raise the money needed for the purchase of a right handed point and accessories to lead from the 'main' line to the 'Up' side siding at the railway's Torrington station site.

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Repairs to Bridges 54 and 55

Phase IIA of the reconstruction of the **Lynton & Barnstaple Railway** requires the reinstatement and repair of two bridges. The total cost is approximately £220,000, we have grant aid up to £60,000.

This appeal is to raise the **£160,000** needed.

All support welcome!

BY CHEQUE made payable to Lynton & Barnstaple Railway Trust, c/o Jon Pain, 26 Oaklands, Bideford, EX39 3HW.

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GREAT STEAM ENGINEERS OF THE PRE-GROUPING PERIOD

PART TEN: 1910-1918

The first decade of the 20th century saw steam locomotive design progressing rapidly but, as **Brian Sharpe** outlines, the outbreak of war in 1914 brought different priorities for Britain's locomotive designers.



Designed by John Robinson and built in 1912, Great Central Railway 8K 2-8-0 No. 102 is seen at work at Quorn & Woodhouse on the present-day GCR. BRIAN SHARPE

On the Great Western Railway, George Jackson Churchward had taken over from William Dean at Swindon in 1902 and from 1915 his post on the GWR was renamed that of chief mechanical engineer.

He was probably the most influential British steam locomotive designer ever and in the course of his career, he remodelled Swindon works and built the new boiler-erecting shops and the first static locomotive-testing plant in the UK.

Churchward's design philosophy followed a number of streams of development, for which he thoroughly researched competing UK designs, as well as European and North American locomotives.

Although Churchward experimented with compounding, he considered that it was of little advantage. His experiments instead led him to use higher pressure boilers and split the drive

between two axles on his four cylinder designs.

Churchward was an early advocate of superheating, made efficient through the GWR's exclusive use of the high calorific-value steam coal from the South Wales coalfield. He also adopted large bearing surfaces to reduce wear, something that was common in North America.

Piston valves were in their infancy at the time of Churchward's appointment but his valves were 50% larger than anything seen in the UK to that time, they travelled 50% further and they were designed to be concealed. The result gave the minimum loss of pressure as steam passed to the cylinders.

By 1910, Churchward followed his City 4-4-0 with the 2800 2-8-0; the two-cylinder Saint 4-6-0 and four-cylinder Star 4-6-0; the 4400 and 4500 class 2-6-2 Prairie tanks; and Britain's first Pacific, *The Great Bear*.

In 1910 he introduced the 4200 class of 2-8-0T and, in 1911, the 4300 class 2-6-0, but further new designs would have to wait until after the war.

North of the border

Fredrick George Smith was born in Newcastle-upon-Tyne in 1872. He was appointed manager of the Highland Railway's Lochgorm works in 1903, and promoted to assistant to the chief mechanical engineer, Peter Drummond the same year.

After Drummond's departure for the Glasgow and South Western Railway in 1911, Smith was appointed to replace him, under the old title of locomotive carriage and wagon superintendent.

His only design for the Highland Railway (HR) was the River class 4-6-0, which was rejected by the chief engineer, leading to Smith's resignation. He went on to take a post in the Ministry of Munitions and in 1918 he entered the steel industry.

The Rivers were the largest and most powerful locomotives built for the HR. Smith knew they were over the axle load limit but he had designed them to cause much lower hammer blow on the track than the existing HR locomotives.

Smith and Newlands, the civil engineer, were not on speaking terms and Smith had not even discussed the matter with Newlands until the first of the new class arrived. Such differences of opinion were common, as engineers tried to introduce larger and more powerful locomotives but the civil engineers were unable to upgrade the track and bridges quickly enough.

The Highland managed to sell all six locomotives to the Caledonian Railway (CR), and apparently made a profit in the process. They were out of gauge on the CR as well, but the modifications required were minor and quickly made.

In CR service they proved reliable and many footplatemen and shed staff regarded them as being better than the CR's own 4-6-0 designs.

Christopher Cumming succeeded Smith on the HR in 1915 but designed one class of 4-4-0 and the Clan and Clan Goods 4-6-0s, a total of just 18 locomotives.

William Pickersgill was a well-known engineer in Scotland but he was born in Nantwich, Cheshire. He started work on the Great Eastern Railway (GER) at Stratford in 1876 and, after several posts in the running department, he was appointed district locomotive superintendent in Norwich in 1891.

In 1894 he succeeded James Johnson as the locomotive superintendent of the Great North of Scotland Railway, where he continued to develop the 4-4-0 type for that railway and was responsible for the new locomotive works at Inverurie that replaced the unsatisfactory premises at Kittybrewster.

In March 1914 he succeeded John McIntosh as locomotive carriage & wagon superintendent of the Caledonian Railway. He further developed the McIntosh 4-4-0 and introduced the class 60 4-6-0 for freight service. He came up with an extraordinary 4-6-0 with derived motion, which proved highly unsuccessful. McIntosh had built the highly successful Dunalastair 4-4-0 but he had no success with his 4-6-0 designs.

His successor, Pickersgill, had no greater success with his 4-6-0s, so the CR continued to



rely heavily upon 4-4-0s for express passenger traffic right up until the Grouping.

Midland

Henry Fowler was born in Evesham in 1875. He served an apprenticeship under John Aspinall at the Lancashire and Yorkshire Railway's (LYR) Horwich works from 1887 to 1891, and succeeded George Hughes as head of the testing department after four years.

On June 18, 1900 he joined the Midland Railway (MR) and rose by 1909 to succeed Richard Deeley as chief mechanical engineer. Fowler was not a hands-on engineer in the style of Churchward on the GWR. Although many designs were credited to him, the majority of the work was done by his staff with Fowler's involvement in many cases being minimal.

Fowler's right-hand man at Derby for much of the time was James Anderson. Born in 1871, Anderson had served an apprenticeship with the Great North of Scotland Railway and then worked for both Sharp Stewart and Dübs in Glasgow and the Glasgow and South

Western Railway before becoming assistant chief draughtsman for Robert Stephenson in Darlington.

In 1903 he had moved to the MR at Derby as a draughtsman. He replaced JW Smith when Smith left for the Great Central Railway (GCR), and was also given responsibility for the locomotive works in the absence of Henry Fowler. Fowler and Anderson were jointly responsible for the MR's adoption of a small engine policy, which led to much inefficient double-heading.

Anderson was acting chief mechanical engineer between 1915 and 1919 when Fowler was away on war work. Anderson himself was appointed a CBE in March 1920 for his own war work. Although an extremely basic 0-6-0, Fowler's 3835 class was to become one of Britain's best-known steam locomotive designs, which lasted until well after its sell-by date on freight work. The MR built the first two in 1911 but the class eventually totalled 197 engines, including five built by Armstrong Whitworth for the Somerset and Dorset Joint Railway.

The MR-built 4F 0-6-0s were withdrawn by 1965 but one, No. 43924, built in 1920, found its way to Barry scrapyard and was famously the first locomotive to be purchased from the yard for preservation, by the 4F Society, arriving on the Keighley & Worth Valley Railway on September 11, 1968, just a month after the end of BR steam.

Fowler and Anderson spent much of their time at Derby updating earlier designs and rebuilding the products of their predecessors Johnson and Deeley. The well-known Fowler engines, such as the 4F 0-6-0, 3F 0-6-0T and 2P 4-4-0, were all improved versions of much earlier designs. The original Johnson compound 4-4-0s were rebuilt as Deeley compounds from 1914 onwards and they were superheated.

Southern

Richard Maunsell was born in May 1868 at Raheny, County Dublin. After graduating in law from Trinity College, Dublin, he began an apprenticeship at the Inchicore works of the Great Southern and Western Railway (GS&WR) under Henry Ivatt in 1886, completing his training at Horwich works on the LYR as Nigel Gresley had done before him.

At Horwich, he worked in the drawing office, before occupying the post of locomotive foreman in charge of the Blackpool and Fleetwood District. From there, he went to India in 1894, as assistant locomotive superintendent of the East India Railway, being subsequently district locomotive superintendent of the Asansol District.

He returned in 1896 to become works manager at Inchicore on the GS&WR, moving up to become locomotive superintendent in 1911. Maunsell's key skill was engineering management rather than locomotive design, and he made use of design teams to create easy-to-maintain locomotives that could operate services effectively. Maunsell's locomotives were the first on the GS&WR to be fitted with superheaters and piston valves. In 1913, he was selected to succeed Harry Wainwright as CME of the South Eastern and Chatham Railway (SECR).

Among Maunsell's designs for the SECR was the J class 0-6-4T for passenger service built at Ashford in 1913. The L class of 4-4-0 comprised 22 locomotives built by contractors in 1914. Although the specification was drawn up by Wainwright, and the design work supervised by Surtees, who had been Wainwright's chief draughtsman, the order was not placed until after Wainwright's retirement and Maunsell specified some design changes. Twelve came from Beyer Peacocks but the other 10 were built in Berlin by Borsig. These were delivered before the outbreak of war in August 1914, but not paid for until May 1920. Maunsell was appointed a Commander of the Order of the British Empire in the 1918 New Year Honours List for his efforts during the First World War.

Lawson Butzkopfski Billinton was born in Brighton, the third son of Robert Billinton, who was the London Brighton & South Coast Railway's (LBSCR) locomotive engineer from 1890 to 1904. Lawrence's mother was of Polish origin. He followed in his father's footsteps, joining the LBSCR in 1900 as an apprentice to his father and by the end of 1907 he was a district locomotive superintendent at New Cross works.

From February 1911, Lawson Billinton was caretaker for locomotive engineer Earle Marsh



North British Railway K class 4-4-0 No. 256 *Glen Douglas* was designed by William Reid and built in 1913. No Reid Atlantic survives but the 4-4-0 features the large boiler following the example set by McIntosh on the Caledonian Railway with his Dunalastair 4-4-0. BRIAN SHARPE



North Eastern Railway T2 0-8-0 No. 2238 was designed by Vincent Raven and built in 1918. Today, the locomotive is owned by the North Eastern Locomotive Preservation Group. Pictured during its recent visit from its North Yorkshire Moors Railway base, No. 2238 is seen at Dereham on the Mid-Norfolk Railway. BRIAN SHARPE

Designed by Henry Fowler and built in 1920, Midland Railway 2835 class 4F 0-6-0 No. 43924 is seen at work on the Keighley & Worth Valley Railway, where it is a regular performer.
BRIAN SHARPE



at Brighton works in Marsh's absence due to ill health. Marsh was held responsible for the fact that 30% of the company's locomotive fleet was unserviceable as a result of his reconstruction of Brighton works. Marsh resigned in July 1911 and Billinton was promoted to locomotive engineer at the beginning of 1912.

Marsh had been in charge of all the LBSCR's rolling stock, but the board of directors created a carriage and wagon department at Lancing to be run independently of Billinton's department, to reduce the locomotive engineer's workload.

At the time of his appointment, the six H2 4-4-2s were under construction and were a superheated development of the H1 Marsh Atlantics. Billinton made minor alterations to Marsh's original design. The prototype J class 4-6-2T had been built but was giving problems. Again Billinton modified the design before a second was built, including replacing the Stephenson valve gear with Walschaerts. No more were built though, as Marsh's I2 4-4-2Ts were found to be just as good.

Billinton's first new design was the E2 class 0-6-0T of 1911, followed by the K class 2-6-0 in 1913, and the L class 4-6-4T in 1914.

The K class was fitted with a parallel superheated boiler with a Belpaire firebox; the first on the LBSCR and was designed for heavy freight traffic. The L class was an enlarged version of Marsh's J class designed to be more stable at speed. He began work on a 4-6-0 tender engine to a similar design but the outbreak of war halted the project and more 4-6-4Ts were built after the war instead.

In 1917 Billinton was commissioned as a temporary Lieutenant Colonel in the Royal Engineers, and he served on military missions to Romania and Russia.

Billinton eventually left Russia and returned to Britain in June 1918 but left the LBSCR again; returning to duty in November 1918 as Head of the British Military Mission to Romania in connection with the reorganisation and the reconstruction of its railway system. He was appointed a CBE in June 1919.

Another Scottish locomotive engineer, Robert Urie, was born in October 1854 and after serving an apprenticeship with and working for various private locomotive manufacturers, he joined the CR in 1890, becoming chief draughtsman, and later works manager at St. Rollox under Dugald Drummond. In 1897 he moved with Drummond to join the London and South Western Railway (LSWR) as works manager at Nine Elms and transferred to the new works at Eastleigh in 1909.

When Earle Marsh resigned his post in 1911, the LBSCR's board of directors initially approached Urie but he declined. Following the death of Drummond in 1912, Urie was appointed chief mechanical engineer of the LSWR. He made a significant contribution to the development of more powerful express passenger and goods locomotives for use on the LSWR main line, with simple but robust designs. The LSWR desperately needed a modern and reliable class of locomotive

suitable for heavy freight traffic and Urie's first design for the LSWR was the H15 4-6-0. It was an outside two-cylinder locomotive with outside Walschaerts valve gear.

The first 10 emerged from Eastleigh in early 1914. Four were fitted with Schmidt superheaters, four with Robinson superheaters, and two were built as saturated locomotives for comparisons to be made.

Urie did not feel that either design of superheater was suitable, so he designed and patented the Eastleigh superheater, which was subsequently fitted to all members of the class.

The locomotives proved successful in service and led Urie to design a passenger version with larger 6ft 7in driving wheels on which design work progressed during the war.

The N15 incorporated features from the H15, including eight-wheel double bogie tenders with outside plate frames over the wheels and outside Walschaerts valve gear. High running plates along the boiler were retained for ease of oiling and maintenance.

The cylinders were increased in size to 22in x 28in, the largest used on a British steam locomotive at that time. The boiler was the first tapered type to be constructed at Eastleigh but it was restricted to the front end of the barrel to reduce the diameter of the smokebox, 

“Although an extremely basic 0-6-0, Fowler's 3835 class was to become one of Britain's best-known steam locomotive designs, which lasted until well after its sell-by date on freight work. The MR built the first two in 1911 but the class eventually totalled 197 engines, including five built by Armstrong Whitworth for the Somerset and Dorset Joint Railway.”

and consequently the weight carried by the front bogie.

In 1918, after the cessation of hostilities, Eastleigh began to produce the LSWR's first new locomotive class since 1914. The first N15 entered service in August 1918 and it was one of the most important designs to emerge during the period of hostilities.

The locomotives proved extremely successful on express services on the LSWR's difficult route to the West Country and remained in service until the end of 1962. One example, No. 777 *Sir Lamiel*, is preserved as part of the National Collection and has seen regular main line action in preservation.

In the early years of the 20th century, electric traction was adopted by a number of suburban railways in the US. The London & North Western Railway adopted a four-rail system and its electric trains to Richmond were operated over LSWR tracks from Gunnersbury. Soon the Metropolitan District Railway was electrified as well. The LSWR was slow to respond, but in 1913 Herbert Walker was appointed chairman, and he soon implemented an electrification scheme in the LSWR suburban area.

A third rail system was used, with a line voltage of 600v DC. The rolling stock consisted of 84 three-car units, all formed from converted steam stock, and the system was an immediate success when it opened in 1915-1916.

The LSWR had a huge suburban system and it was only these lines that were being electrified towards the end of the war. The chief mechanical engineer would still be responsible for main line steam power for the rest of the system for many years to come.

North Eastern

Vincent Litchfield Raven was born in December 1859 at Great Fransham rectory in Norfolk. He had become an apprentice engineer with Edward Fletcher on the North Eastern Railway (NER) in Gateshead in 1876. He progressed to become assistant locomotive superintendent (Northern Division) in 1888, and then chief assistant locomotive superintendent to Wilson Worsdell in 1893;

"Eastleigh began to produce the LSWR's first new locomotive class since 1914. The first N15 entered service in August 1918; one of the most important designs to emerge during the period of hostilities. The locomotives proved extremely successful on express services on the LSWR's difficult route to the West Country and remained in service until the end of 1962. One example, No. 777 *Sir Lamiel*, is preserved as part of the National Collection."

moving to Darlington. He became involved in the NER's contribution to the 'Races to the North' and was involved for the first time with an electrification project, as the NER was electrifying the North Tyneside suburban route in 1904. This was a third rail system at 600 volts DC.

Raven visited the US on a number of occasions and in 1910 he was promoted to chief mechanical engineer of the NER, succeeding Wilson Worsdell. Raven improved some of Worsdell's designs, such as developing the T1 0-8-0 into the highly successful T2. Raven designed the T2 using the best parts of the piston valve version of the T1 design. A larger boiler was fitted with a saddle fitting for the smokebox. A total of 120 T2s were built between 1913 and 1921.

The T2s were an unqualified success. By combining Worsdell's motion with the S class boiler and the Schmidt superheater, Raven managed to create a strong and reliable locomotive that gave good strong service right up to the end of BR steam in the north-east. One example, No. 2238, was preserved by the North Eastern Locomotive Preservation Group. The locomotive is in regular service on the North Yorkshire Moors Railway.

Raven particularly favoured three-cylinder designs with the pistons driving on the leading coupled axle. This was applied to the S3 4-6-0, Y class 4-6-2T, D class 4-4-4T and Z class 4-4-2. The Z Atlantics had a reputation for speed and good riding on ECML expresses north of York.

The three cylinder principle was also applied

to the X class, a heavy freight 4-8-0T, but this had divided drive. The T3 0-8-0 was another three-cylinder design but with all cylinders driving on the second axle.

Raven was a great advocate of electrification, and in 1915, a section of line was electrified between Shildon in the south west Durham coalfield, and Newport on Teesside, with the intention of improving performance on coal trains from Shildon to Middlesbrough. For this he introduced electrification at 1500v DC with overhead wires. Ten centre-cab electric locomotives of 1100hp were built at Darlington works for this.

In 1915, Raven became superintendent of the Royal Arsenal in Woolwich, and two years later he was given the honour of a KBE. He then transferred to the Admiralty, but would return to the NER in 1919 to start a second phase of locomotive building.

Great Central

John Robinson had been locomotive engineer on the GCR since 1900. His early 4-4-0 designs were followed by 4-4-2s and 4-6-0s and when further engines were required, Robinson opted for a 4-6-0 design with his Sir Sam Fay class.

Although they looked powerful, the design was a disappointment and Robinson quickly produced his 11E Director 4-4-0. The design allowed a larger space for the firebox between the driving axles compared to the rear axles of the 4-6-0. The 11E's firebox had a steep back so that it extended over the rear axle slightly. With a shorter boiler and smaller diameter cylinders, the new design represented a good balance between steam generating capacity, and ability to use this steam.

Ten 11Es were built in 1913 and they quickly proved to be a great success. A second order was placed in 1916, but this was postponed until after the First World War and when they were eventually built, in 1919, the design was tweaked to the 11F Improved Directors.

Robinson's famous 8K heavy freight 2-8-0 was introduced in 1911, based on Robinson's earlier 0-8-0. They were designed to haul coal traffic to the new docks at Immingham. The 8K would be adopted by the Government for military purposes during the First World War and many more were built for the Railway Operating Division of the Royal Engineers in 1917.

As the 04, it would become the most numerous of LNER heavy goods locomotives. More than 400 were built, some remaining in service until 1966. No. 102 was preserved as part of the National Collection and is currently under overhaul at the Great Central Railway at Loughborough. The locomotive last steamed in 2012.

Great Eastern

Alfred John Hill was born in 1862. He took over from Stephen Holden as chief mechanical engineer at the GER's Stratford works in 1912.



Designed by Arthur Hill in 1915, Great Eastern Railway L77 0-6-2T No. 999E was built in 1924. It is seen here departing from Sheringham on the North Norfolk Railway. Currently out of ticket, the locomotive can be found at the East Anglia Railway Museum, Chappel & Wakes Colne, Essex. BRIAN SHARPE

London & South Western Railway N15 4-6-0 No. 777 *Sir Lamiel* was designed by Richard Urie and built in 1918. The National Collection-owned locomotive is seen at work on the Great Central Railway – it is currently awaiting overhaul. BRIAN SHARPE



Until 1915, the GER was operating its busy and tightly-timed suburban services with nothing larger than a 2-4-2T. Plans for electrification came to nothing, as did Holden's planned 0-6-2T. It was not until 1915 that Hill built two 0-6-2Ts to handle the heavier loads. Superheating was still a new concept so for comparison No. 1000 was built with a saturated boiler and No. 1001 was built with a 12-element Robinson superheater. These engines were unusual for inside-cylinder locomotives in having Walschaerts valve gear. They also featured piston valves, a Belpaire firebox and Westinghouse air brakes.

It proved to be a highly successful design and more were built by the LNER after Grouping in 1923, classified N7. They lasted until electrification of the GER suburban routes in the early 1960s.

Great Northern

In 1911, just before Henry Ivatt's retirement, Doncaster produced 15 0-6-0s that were the first GNR engines to be fitted with superheated boilers and piston valves. They would become LNER Class J6.

Nigel Gresley was born in Edinburgh but raised in Netherseal, Derbyshire. He served his apprenticeship at the LNWR's Crewe works before becoming a pupil under John Aspinall at Horwich on the LYR. In 1902 he was appointed

"The T2s were an unqualified success. By combining Worsdell's motion with the S class boiler and the Schmidt superheater, Raven managed to create a strong and reliable locomotive that gave good strong service right up to the end of BR steam in the north-east. One example, No. 2238, was preserved by the North Eastern Locomotive Preservation Group and operates on the North Yorkshire Moors Railway."

assistant works manager at Newton Heath depot, and works manager the following year.

He continued to become assistant superintendent of the carriage and wagon department of the LYR in 1904 and a year later, he moved to the Great Northern Railway (GNR) as carriage and wagon superintendent. He succeeded Henry Ivatt as CME of the GNR on October 1, 1911.

Gresley continued the production of Ivatt's superheated 0-6-0s but with design improvements; a total of 95 being built. The GNR was operating many goods trains with passenger engines and Gresley quickly decided on a 2-6-0 design for fast, heavy goods trains.

He designed and patented a double swing link pony truck design, intended to equalise the weight on the truck's wheels when running on curves. This design would be used for

all future Gresley designs that incorporated pony trucks.

Unusually for the GNR at the time, the K1 moguls were fitted with outside Walschaerts valve gear. They were, however, standard two cylinder engines. Gresley famously moved on to three-cylinder designs but using a patented conjugated valve gear to operate the middle cylinder.

Although Gresley came up with his valve gear design in 1915, Harold Holcroft had already patented something very similar in 1909 and Gresley waited for this patent to expire before O2 2-8-0 No. 461 was completed in May 1918.

However, Holcroft helped Gresley perfect the design of the valve gear that was to become Gresley's trademark for many years. The O2 2-8-0 was followed by the H4 fast freight 2-6-0 in 1920.

Holcroft had been born in Wolverhampton in 1882 and he undertook a premium apprenticeship at the Wolverhampton works of the GWR. He filed his first patent at the age of 18, which brought him to the attention of Churchward and this enabled him to transfer to Swindon works when his apprenticeship was completed.

As one of Churchward's rising prodigies in the heyday of GWR locomotive development, Holcroft helped with the design of several of Churchward's locomotives, notably the 4300 class 2-6-0.

Holcroft took the design principles for the 4300 class mogul with him when he moved to the SECR, where he worked as assistant to Richard Maunsell and was later involved with the design of the Maunsell moguls.

All change at Crewe

Charles Bowen Cooke had succeeded George Whale on the London & North Western Railway in 1909. He added superheating to Whale's Precursor to produce the George V 4-4-0, but his main claim to fame was the impressive, if not particularly effective, four-cylindered Claughton 4-6-0 introduced in 1913.

Francis Webb had built 282 0-8-0s for heavy freight service but all except the first one were compounds, which were of two types – 111 had two high-pressure cylinders outside the frames and one low-pressure cylinder inside, which were known as Class A from 1911, while there were 170 Class B engines, which had two inside low-pressure cylinders.

When Whale took over, he began rebuilding the 0-8-0s in several ways. A total of 36



GWR 4300 class 2-6-0, designed by George Jackson Churchward in 1911. No. 7325 is seen hauling a Santa Special at the Severn Valley Railway near Arley. The locomotive is currently stored awaiting overhaul. BRIAN SHARPE

Class Bs became 2-8-0s but they remained as compounds. Another 26 retained their original boilers and were later designated Class E, but 10 of those converted from May 1906 were provided with larger boilers and were later designated Class F.

The Class As were rebuilt as four-cylindered simple 0-8-0s with their original boilers, and they were designated Class C. However, 62 Class As were given larger boilers and they became Class D.

The last 34 conversions from Class A to

simples with original boilers became known as Class C1, as their new cylinders were of a different size.

Bowen Cooke continued Whale's rebuilding programme of Webb's numerous 0-8-0s. The Class Bs were rebuilt as 0-8-0 two-cylindered simples with the larger boiler to become Class G and 60 new Class Gs were built in 1910.

The first of the Class Gs was fitted with superheating and became Class G1 in 1912. A further 170 Class G1s were built between 1912 and 1918. **HR**

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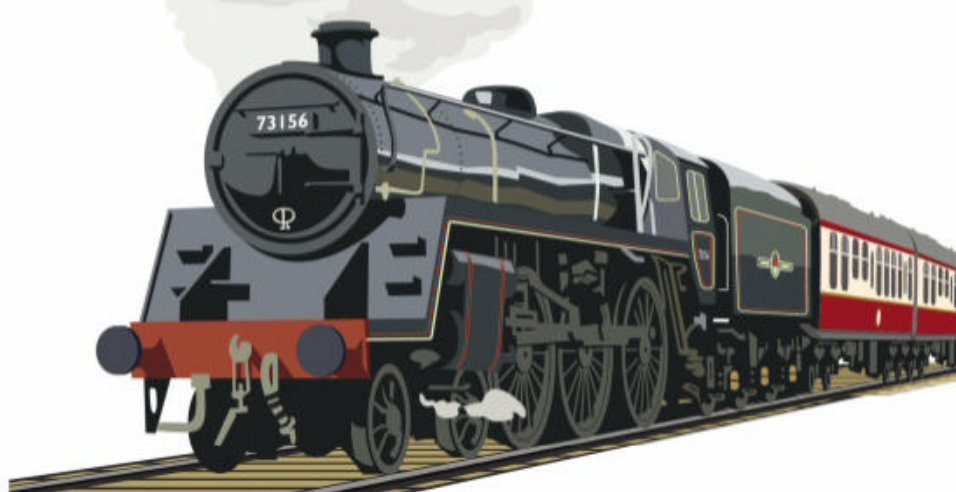
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Severn Valley Steam 2018

Video (Steam Valley Productions, www.steamvalleyproductions.com 2 hours 38 mins, £15).



Broadcast-quality footage makes for a stunning biography of one of Europe's premier heritage lines, the Severn Valley Railway, in all four seasons of last year.

If you missed out on a visit of your favourite locomotive to this stupendous line which has been running public services for nearly half a century – the 50th anniversary comes round next year – you can make up for it with this superb video.

Visiting big names which appear are No. 6233 *Duchess of Sutherland* (footage filmed from the footplate); No. 46100 *Royal Scot*; blue-liveried No. 6023 *King Edward II* making its SVR debut; No. 70000 *Britannia*;

No. 6990 *Witherslack Hall*; and No. 60163 *Tornado*.

Add to these Somerset & Dorset 7F No. 53808; B12 No. 8572 making its first visit in 20 years; BR Standard 4MT 2-6-4T No. 80072; Q6 No. 63395 and the marvellous living and breathing antique that is unique Haydock foundry well tank *Bellerophon*.

The home fleet also features extensively too. There is No. 7802 *Bradley Manor*, No. 34027 *Taw Valley*, Ivatt 'Flying Pig' No. 43106, Collett 0-4-2T No. 1450 and GWR-design panniers No. 1501 and 7714 double heading from Arley to Kidderminster. Behind-the-scenes footage



EDITOR'S CHOICE

includes that of the signalman at work in Bewdley North 'box' as trains pass. Just as with a real visit to the SVR on an operating day, there is never a dull moment here – quite the opposite.

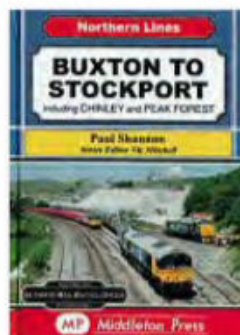
In 158 minutes there is so much to entertain, surprise and delight.

MAGNIFICENT RECORD, ESSENTIAL VIEWING

Buxton to Stockport including Chinley and Peak Forest

By Paul Shannon (hardback, Middleton Press, 92pp, £18.95, ISBN 9781910356326).

PART of Middleton Press's Northern Line series, here is an indispensable guide to the history and topography of the web of lines around Buxton.



Peak Rail first began operations in the spa town until, finding itself hemmed in, decanted itself to the Matlock and opposite end of the route to which it hopes to ultimately resort.

As with the time-honoured and hugely successful MP series, every major point on the lines – stations, halts, junctions and industrial sidings and settings – are covered in essential detail and illustrated by black-and-white views ancient and modern, vintage OS maps and track diagrams and timetables.

Both the Midland Railway and LNWR compete to serve Buxton, and both companies became part of the LNER. However, if Beeching's recommendations had been followed to the letter, Buxton would have been left without any passenger services. As it was, the LNWR from Whaley Bridge and Stockport which dates back to 1857 was thankfully reprieved, but after 1967/8, the Chinley, Miller's Dale and Buxton route was kept open

only for limestone trains.

The complexity of lines in the area, especially with closures and cutbacks, can so often appear confusing, but this splendid guide goes a long way to making sense of them.

This is the third MP volume covering lines from Buxton, the other being the routes from Ambergate and Uttoxeter. **LOCAL HISTORY WITH ATTITUDE**

Darlington

By Jonathan Webb (softback, Mortons, www.classicmagazines.co.uk/darlington 132pp, £6.99, ISBN 9781911639008

IT is almost 200 years since the small town of Darlington emerged as the cradle for a rail industry that transformed travel around the globe.

As preparations begin for the Stockton & Darlington Railway's bicentenary in 2025, this special publication examines the important role played by the town in the invention of the railways and how, two centuries on, the nearby Hitachi factory ensures the North East is still at the heart of rail engineering technology.

Despite looking to the future, Darlington has not forgotten its rail heritage.

Thanks to the commitment of 21st-century enthusiasts, several steam locomotives – the most famous of which is A1 Peppercorn



Pacific No. 60163 *Tornado* – are being built and preserved for future generations, putting the town well and truly back on the railway map.

WORLD-SHAPING TOWN BUILT ON STEAM

British Railway Locomotives Combined Volume

1948 (hardback, Crecy, 256pp, £13.50, ISBN 9781910809600).

INTENDED for short-trousered schoolboy trainspotters, Ian Allan's legendary abc guides caused a defining ripple in popular railway publishing when they first appeared, and are now not only sought-out collectors' items but key works of reference for historians.

The latest reprint combined covers the Western, Southern, London Midland and Eastern/North Eastern regions following nationalisation in 1948.

ESSENTIAL REFERENCE GUIDE



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Back in action after overhaul, the North Yorkshire Moors Railway's Lambton 0-6-2T No. 29 visited Peak Rail for the line's August 10/11 mixed traffic gala. The event also starred Foxfield-based Beyer Peacock 0-4-0ST No. 1827 – see photo on News page 12. No. 29 is seen here departing Darley Dale on August 10. ROBERT FALCONER

GARETH EVANS' FULL LISTING OF OPERATIONAL LINES AND MUSEUM VENUES

SOUTH EAST

Amberley Museum & Heritage Centre

2ft gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.

Running: Wed-Sun + B/Hs.
Bluebell Railway

Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park,
East Sussex TN22 2QL.
Tel: 01825 720800.

Running: Daily until Sept 8. Then Wed-Sun.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.

Running: Sept 1. Oct 6.
East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Running: Suns.
Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles,
footplate experience.

Running: W/Es + sch hols.

Hastings Miniature Railway

10¼in gauge, 600 yards,
Rock-a-Nore Road, Hastings, East Sussex.
Running: W/Es + sch hols.

Hayling Seaside Railway

2ft gauge, one mile.
Hayling Island, Hants.

Running: W/Es, Weds + sch hols
Hollycombe Steam in the Country

2ft gauge, ¼ mile. Iron Hill, Liphook,
Hampshire GU30 7LP. Tel: 01428 724900.

Running: Suns.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Running: Daily until Oct 3.

Kempton Steam Railway

2ft gauge, ½ mile, Hanworth.
Tel: 01932 765328.

Running: Suns until Nov 17.

Kent & East Sussex Railway

Standard gauge, 10½ miles,
footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.

Running: W/Es, Tues-Thurs.

Lavender Line

Standard gauge, one mile, footplate experience, wine and dine. Isfield,
East Sussex. Tel: 01825 750515.

Running: Suns.

Mid Hants Railway

Standard gauge, 10 miles, footplate experience, wine and dine.
Alresford, Hants SO24 9JG.
Tel: 01962 733810.

Running: W/Es, Weds-Thurs.

Romney, Hythe & Dymchurch Railway

1ft 3in gauge, 13½ miles, footplate experience. New Romney, Kent.
Tel: 01797 362353.

Running: Daily until Dec 31.

Royal Victoria Railway

10¼in gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.

Running: W/Es + sch hols.

Sittingbourne & Kemsley Railway

2ft 6in gauge, 1¾ miles.

Sittingbourne, Kent.

Tel: 01795 424899.

Running: Suns, B/Hs + Weds.

Spa Valley Railway

Standard gauge, five miles,
footplate experience.
Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: W/Es.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles,
footplate experience, wine and dine.
Bitton, Bristol.
Tel: 0117 932 7296.

Running: Suns + Sept 11, 14, 21, 25, 28.

Beer Heights Light Railway

7¼in gauge. Off A3052, Beer, Devon.
Tel: 01297 21542

Running: Daily.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate experience, wine and dine.
Bodmin, Cornwall.
Tel: 01208 73666.

Running: Daily until Sept 20. Sep 22-29.

Bristol Harbour Railway

Standard gauge, one mile. M Shed, Bristol.
Tel: 0117 352 6600.

Running: Sept 7, 8, 14, 15, 28, 29.

Dartmoor Railway

Standard gauge, seven miles.
Okehampton, Devon.
Tel: 01837 55164.

Running: W/Es.

Dartmouth Steam Railway

Standard gauge, seven miles,
wine and dine. Paignton, Devon.

Tel: 01803 555872.

Running: Daily.

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: Weds-Suns.

East Somerset Railway

Standard gauge, two miles.
Cranmore, Somerset.
Tel: 01749 880417.

Running: W/Es, Weds.

Gartell Light Railway

2ft gauge, ½ mile. Common Lane,
Yenston, Templecombe, Somerset
BA8 0NB. Tel: 01963 370752

Running: Sept 29. Oct 27.

Helston Railway

Standard gauge. Helston, Cornwall.
Tel: 07875 481380.

Running: Suns, Thurs.

Launceston Steam Railway

2ft gauge, two miles. Launceston,
Cornwall. Tel: 01566 775665.

Running: Sun-Thurs until Sept 26.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,
north Devon. Tel: 01598 763487.

Running: Daily until Sept 26, then W/Es + Tues-Thurs.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.
Tel: 01425 471415.

Running: W/Es + sch hols.

Plym Valley Railway

Standard gauge, 1½ miles.
Marsh Mills, Plymouth.

Running: Suns until Nov 10.

Seaton Tramway

3ft gauge, three miles.
Harbour Road, Seaton, Devon.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

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UP & RUNNING

Tel: 01297 20375.

Running: Daily until Nov 3.

Somerset & Dorset Railway

Standard gauge, ½ mile,
Midsomer Norton station,
Silver Street BA3 2EY.

Tel: 01761 411221

Open Sun, Mon.

Running: Sept 7, 8, 22.

South Devon Railway

Standard gauge, seven miles,
footplate experience, wine and dine.
Buckfastleigh, Devon.

Tel: 01364 644370.

Running: Daily until Nov 3.

Swanage Railway

Standard gauge, six miles, footplate
experience, wine and dine.
Swanage, Dorset.

Tel: 01929 425800.

Running: Daily until Oct 13.

Swindon & Cricklade Railway

Standard gauge, three miles,
footplate experience.

Blunsdon, Wiltshire.

Tel: 01793 771615.

Running: W/Es.

West Somerset Railway

Standard gauge, 20 miles,
footplate experience, wine and dine.
Minehead, Somerset TA24 5BG.

Tel: 01643 704996.

**Running: Daily until Sept 26. The W/Es +
Tues-Thurs.**

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile.
Diss, Norfolk.

Tel: 01379 686900.

Running: Daily until Oct 27.

Bure Valley Railway

1ft 3in gauge, nine miles,
footplate experience.

Aylsham, Norfolk.

Tel: 01263 733858.

Running: Daily until Dec 31.

Colne Valley Railway

Standard gauge, one mile,
footplate experience, wine and dine.
Castle Hedingham, Essex.

Tel: 01787 461174.

Running: W/Es, B/Hs + Weds.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne,
Essex. Tel: 01206 242524.

Open: Daily.

Running: Sept 29.

Mangapps Railway

Standard gauge, one mile.
near Burnham-on-Crouch, Essex.

Tel: 01621 784898.

Running: W/Es .

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate
experience. Dereham, Norfolk.

Tel: 01362 690633.

Running: W/Es, Weds + Sept 27.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.
Brockford, Suffolk. Tel: 01449 766899.

Running: Sept 7, 8.

Nene Valley Railway

Standard gauge, 7½ miles,
footplate experience. Wansford,



Visiting from the Great Central Railway, BR 2MT No. 78018 approaches Idridgehay station on the Ecclesbourne Valley Railway on June 16. ROBERT FALCONER

Peterborough, Cambs.

Tel: 01780 784444.

Running: W/Es, Weds.

North Norfolk Railway

Standard gauge, 5½ miles,
footplate experience.

Sheringham, Norfolk

NR26 8RA.

Tel: 01263 820800.

Running: Daily until Nov 3.

Wells & Walsingham Railway

10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.

Tel: 01328 711630.

Running: Daily until Nov 3.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.
Reepham, Norfolk.

Tel: 01603 871694.

Open: W/Es.

Running: Steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile,
footplate experience.

Quainton Road, Bucks.

Tel: 01296 655720

Open: Mon-Weds.

Running: Suns + Sept 21.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.
Chinnor, Oxon. Tel: 01844 353535.

Running: Suns + Aug 31.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.
Wallingford, Oxon.

Tel: 01491 835067.

Running: Aug 31. Sept 1, 7, 8, 28, 29.

Didcot Railway Centre

Standard gauge, footplate experience.
Didcot, Oxon. Tel: 01235 817200.

Open: Daily.

**Running: Aug 31. Sept 1, 7, 8, 14,
15, 21, 22.**

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200.

Running: W/Es + Sept 27.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Suns + Aug 31.

MIDLANDS

Amerton Railway

2ft gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01785 850965.

Running: W/Es + sch hols.

Apedale Valley Railway

2ft gauge, ½ mile.

Apedale, Newcastle-under-Lyme,
Staffs.

Tel: 0845 094 1953.

Running: W/Es until Oct 27.

Barrow Hill Roundhouse

Standard gauge, ¼ mile.

Chesterfield, Derbyshire.

Tel: 01246 472450.

Open: W/Es until Dec 15.

Battlefield Line Railway

Standard gauge, five miles.

Shackerstone, Leics.

Tel: 01827 880754.

Running: W/Es, Weds.

Cambrian Heritage Railways

Standard gauge, ¾ mile (Llynclys),
½ mile (Oswestry), footplate experience,
Llynclys station & Oswestry station
(museum open Tues-Fri 11-3pm + running
days). Tel: 01691 728131.

Running: W/Es at Llynclys & Oswestry.

Chasewater Railway

Standard gauge, two miles.

Walsall, West Midlands.

Tel: 01543 452623.

Running: Suns + Sept 14, 21.

Churnet Valley Railway

Standard gauge, 5¼ miles,
footplate experience, wine and dine.

Cheddleton, Staffs.

Tel: 01538 750755.

Running: W/Es, Weds.

Crich Tramway Village

Standard gauge, 1 mile

Crich, Derbyshire. Tel: 01773 854 321

Running Daily until Nov 3.

Dean Forest Railway

Standard gauge, 4¼ miles,
footplate experience.

Norchard, Lydney, Glos.

Tel: 01594 845840.

Running: W/Es, Weds.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: W/Es, Tues, Thurs.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es + sch hols.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Running: Suns + Sept 28.

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles,
footplate experience.

Toddington, Glos.

Tel: 01242 621405.

Running: W/Es, Tues-Thurs until Nov 3.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323.

Running: W/Es, Weds + Sept 6, 13.

Great Central Railway Nottingham

Standard gauge, 10 miles.

Ruddington, Notts.

Tel: 0115 940 5705.

Running: Suns + Sept 14.

Midland Railway – Butterley

Standard gauge, 3½ miles,
footplate experience, wine and dine.

Ripley, Derbyshire.

Tel: 01773 570140.

Running: W/Es.

Northampton & Lampport Railway

Standard gauge, two miles.

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UP & RUNNING

Pitsford, Northants.

Tel: 01604 820327.

Running: Suns.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire.

Tel: 01629 580381.

Running: W/Es, Tues, Weds.

Perrygrove Railway

1ft 3in gauge. B4228, Coleford,

Gloucestershire.

Tel: 01594 834991.

Running: W/Es, Tues, Thurs + sch hols.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Open: Sun, Tues, Thur.

Running: Sept 15, 29.

Rudyard Lake Railway

10¼in gauge, 1½ miles. Leek, Staffs.

Tel: 01995 672280.

Running: W/Es, Fris + sch hols.

Rushden Transport Museum

Standard gauge, ¼ mile.

Open: W/Es.

Severn Valley Railway

Standard gauge, 16 miles,

footplate experience.

Kidderminster, Worcs DY10 1QR.

Tel: 01562 757900.

Running: Daily until Sept 29.

Sherwood Forest Railway

1ft 3in gauge, ¼ mile.

Edwinstowe, Nottinghamshire.

Running: Daily.

Steeple Grange Light Railway

1ft 6in gauge, ½ mile, footplate

experience. Wirksworth, Derbyshire.

Running: Suns.

Telford Steam Railway

Standard gauge, one mile,

footplate experience.

Telford, Shropshire.

Tel: 01952 503880.

Running: Suns.

Toddington Narrow Gauge Railway

2ft gauge, ¾ mile,

Toddington, Glos.

info@toddington-narrow-gauge.co.uk.

Running: Suns.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate

experience. Bury, Lancs.

Tel: 01617 647790.

Running: Weds-Suns.

Eden Valley Railway

Standard gauge, two miles.

Warcop, off A66, Cumbria CA16 6PR

Tel: 01768 342309.

Running: Suns (Driver for a Fiver).

Heaton Park Tramway

Standard gauge, ½ mile.

Manchester.

Running: W/Es.

Isle of Man Steam Railway

3ft 6in gauge, 15½ miles.

Douglas, Isle of Man.

Tel: 01624 662525.

Running: Daily.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.

near Ulverston, Cumbria.



GWR 0-6-0PT No. 4612 returned to action at the Bodmin & Wenford Railway on July 18 after a lengthy period in the workshops. The 8750 Class locomotive is seen awaiting departure at Bodmin General station on July 25. JIMMY JAMES/BWR

Tel: 01539 531594.

Running: Daily until Oct 31.

Ravenglass & Eskdale Railway

1ft 3in gauge, seven miles. Ravenglass,

Cumbria. Tel: 01229 717171.

Running: Daily until Nov 3.

Ribble Steam Railway

Standard gauge, one mile.

Preston, Lancs. Tel: 01772 728800.

Running: W/Es.

Stainmore Railway

Standard gauge, ½ mile.

Kirkby Stephen East Station,

Kirkby Stephen, Cumbria CA17 4LA.

Tel: 017683 71700. Open: W/Es.

Running: Aug 4, 6-8, 10, 11, 17, 24, 25.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: Suns.

NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile.

Lionheart station, Alnwick,

Northumberland.

Running: W/Es.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.

British Steel Steelworks, Scunthorpe.

Tel: 01652 657053.

Running: Sept 14, 21, 28.

Bowes Railway

Standard gauge, one mile.

Springwell, Tyne & Wear.

Tel: 01914 161847.

Open: Thur-Sat.

Cleethorpes Coast Light Railway

1ft 3in gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: Daily.

Derwent Valley Railway

Standard gauge, ½ mile. Murton Park,

Laythorpe, York. Tel: 01904 489966.

Running: Suns.

Elsecar Railway

Standard gauge, one mile. Footplate

experience. Elsecar, South Yorks.

Tel: 01226 746746. Open: Daily.

Running: Sept 1, 15, 22, 29.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Tel: 01756 710614.

Running: W/Es + Tues until Oct 29.

Keighley & Worth Valley Railway

Standard gauge, five miles,

footplate experience, wine and dine.

Keighley, West Yorks BD22 8NJ.

Tel: 01535 645214.

Running: W/Es + Sept 2-6.

Kirklees Light Railway

1ft 3in gauge, four miles.

Huddersfield, West Yorks.

Tel: 01484 865727.

Running: W/Es except Sept 14-15.

Lincolnshire Coast Light Railway

2ft gauge, ¾ mile. Water Leisure Park, Walls

Lane, Skegness, Lincolnshire.

Running: Aug 3, 7, 10, 14, 17, 21, 24, 25,

28, 31.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.

Ludborough, Lincolnshire.

Tel: 01507 363881.

Running: Sept 29.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0113 271 0320.

Running: W/Es.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 200 7106.

Running: Suns, B/Hs.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.

Grosmont, North Yorks. Tel: 01751 472508.

Running: Daily until Nov 3.

South Tynedale Railway

2ft gauge, five miles. Alston, Cumbria.

Tel: 01434 382828/381696.

Running: W/Es + Tues-Thurs.

Tanfield Railway

Standard gauge, three miles.

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Suns + Sept 7, 21.

Weardale Railway

Standard gauge, 18 miles.

Stanhope, Bishop Auckland, Co Durham.

Tel: 01388 526203.

Running: W/Es + Sept 4, 11.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar, North Yorkshire.

Tel: 0845 450 5474.

Running: Suns, Tues + Sept 6, 7, 13, 14,

20, 21, 27, 28.

Yorkshire Wolds Railway

Standard gauge, 300ft.

Fimber, East Yorkshire YO25 3HG.

Tel: 01377 338053.

Running: Suns until Sept 29.

WALES

Bala Lake Railway

2ft gauge, 4½ miles. Llanuwchllyn,

Gwynedd. Tel: 01678 540666.

Running: W/Es, Tues-Thurs + Sept 2, 9.

Barry Tourist Railway

Standard gauge, two miles.

Barry Island, Vale of Glamorgan.

Tel: 01446 748816.

Running: Dec 15.

Brecon Mountain Railway

2ft gauge, 3½ miles.

Merthyr Tydfil.

Tel: 01685 722988.

Running: W/Es, Tues-Thurs + Sept 2, 9, 16.

Corris Railway

2ft 3in gauge, ¾ mile. Corris, Machynlleth.

Tel: 01654 761303.

Running: Suns + Sept 7.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne,

Gwynedd. Tel: 01341 250362.

Running: W/Es + Tues-Thurs.

Ffestiniog Railway

2ft gauge, 13½ miles, Porthmadog,

Gwynedd. Tel: 01766 516000.

Running: Daily until Nov 3.

Gwili Railway

Standard gauge, four miles.

Bronwydd Arms, Carmarthenshire.

Tel: 01267 238213.

Running: Tues-Thurs + Sept 1, 8, 21, 22,

29, 30.

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UP & RUNNING

Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Suns-Fris.

Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile.

Cynheidre, near Llanelli, Carmarthenshire.

Tel: 01554 759255.

Running: Oct 26. Dec 7, 8.

Llangollen Railway

Standard gauge, 10 miles, footplate experience, wine and dine.

Llangollen, Denbighshire.

Tel: 01978 860979.

Running: Daily until Oct 7.

Pontypool & Blaenavon Railway

Standard gauge, two miles.

Blaenavon, Torfaen.

Tel: 01495 792263.

Running: W/Es.

Rhiw Valley Light Railway

1ft 3in gauge, ¾ mile.

Manafon, nr Welshpool, Powys.

Email: steam@rvlr.co.uk

Running: Sept 7, 8. Oct 5, 6.

Rhyl Miniature Railway

1ft 3in gauge.

Rhyl, North Wales.

Running: W/Es.

Snowdon Mountain Railway

800mm gauge, 4½ miles.

Llanberis, Gwynedd.

Tel: 01286 870223.

Running: Daily until Oct 27.

Talyllyn Railway

2ft 3in gauge, 7½ miles,

footplate experience.

Tywyn, Gwynedd.

Tel: 01654 710472.

Running: Daily until Oct 3.

Teifi Valley Railway

2ft gauge, ½ mile.

Henllan, Ceredigion SA44 5TD.

Tel: 01559 371077.

Running: Suns.

Vale of Rheidol Railway

2ft gauge, 11¾ miles.

Aberystwyth, Ceredigion.

Tel: 01970 625819.

Running: Daily until Nov 1.



Class 50 No. 50035 *Ark Royal* recently visited the Gloucestershire Warwickshire Railway from its Severn Valley Railway home. The 'Hoover' awaits departure from Winchcombe station on July 26 with the 11.10am Cheltenham Racecourse - Broadway service at the G/WR Diesel Gala 2019. PAUL BIGGS

Welsh Highland Heritage Railway

2ft gauge, one mile.

Porthmadog, Gwynedd.

Tel: 01766 513402.

Running: W/Es, Tues-Thurs.

Welsh Highland Railway

2ft gauge, 26 miles.

Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: Daily until Oct 3.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles,

footplate experience.

Llanfair Caereinion, Powys.

Tel: 01938 810441.

Running: W/Es, Tues-Thurs.

Bo'ness & Kinneil Railway

Standard gauge, five miles.

Bo'ness, West Lothian. Tel: 01506 822298.

Open: Daily. Running: W/Es, Tues.

Caledonian Railway

Standard gauge, four miles.

Brechin, Angus. Tel: 01356 622992.

Running: Sept 7, 8.

Keith & Dufftown Railway

Standard gauge, 11 miles.

Dufftown, Banffshire. Tel: 01340 821181.

Running: W/Es, + Fris.

Royal Deeside Railway

Standard gauge, one mile.

Milton of Crathes, Kincardineshire.

Tel: 01330 844416.

Running: Suns.

Lothamond Railway Museum

Standard gauge, ½ mile.

Scottish Vintage Bus Museum,

Lothamond, nr Dunfermline.

Open: Suns. Running: Sept 1, Oct 6.

Strathspey Railway

Standard gauge, 10 miles. Aviemore,

Inverness-shire. Tel: 01479 810725.

Running: Weds-Suns.

IRELAND

Cavan & Leitrim Railway

3ft gauge, ½ mile.

Dromod, County Leitrim.

Tel: 00353 71 9638599.

Open: Sat-Mon.

Downpatrick & County Down Railway

Standard gauge, four miles, footplate experience.

Downpatrick,

County Down.

Tel: 028 4461 5779

Running: Sept 1, 14, 15.

Stradbally Woodland Railway

3ft gauge, ½ mile.

Stradbally, County Laois.

Running: TBA.

Waterford & Suir Valley Railway

3ft gauge, six miles.

Kilmeadan,

County Waterford.

Tel: 00353 384058.

Running: Daily.

SCOTLAND

Almond Valley Railway

2ft 6in gauge, ¼ mile.

Livingston, West Lothian.

Tel: 01506 414957.

Running: W/Es.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

Railway Museums

Beamish

County Durham.

The Living Museum of the North.

Open: Daily.

Col Stephens

Railway Museum

Tenterden Station, Kent.

Open: W/Es. Tel: 01580 765155.

Conwy Valley

Railway Museum

Betws-y-Coed, Conwy.

Open: Daily. Tel: 01690 710568.

Crewe Heritage Centre

Vernon Way, Crewe.

Open: W/Es + B/H. Tel: 01270 212130.

Head of Steam

North Road Station, Darlington.

Open: Tues-Sun. Tel: 01325 460532.

Hornby Hobbies Visitor Centre

Westwood Industrial Estate, Margate,

Kent.

Open: Daily 10am-4pm. Tel: 01843

233524

Museum Of Scottish Railways

Bo'ness. Open: Daily.

Tel: 01506 825855.

Irchester Narrow Gauge

Railway Museum

Near Wellingborough, Northants.

Open: Suns. Tel: 01604 675368.

Kidderminster Railway Museum

Kidderminster, Worcs. Open: SVR

operating days. Tel: 01562 825316.

Locomotion: The National

Railway Museum, Shildon

Co Durham. Open: Daily.

Tel: 01388 777999.

London Transport Museum

Covent Garden Piazza.

Open: Daily.

Tel: 0207 379 6344.

Manchester Museum of

Science & Industry

Castlefield, Manchester.

Open: Daily.

Tel: 0161 832 2244.

National Railway Museum

Leeman Road, York. Open: Daily.

Tel: 01904 621261.

Penrhyn Castle Industrial

Railway Museum

Bangor, Gwynedd. Open: Daily.

Rail Story

Ingrow, West Yorks. Open: Daily.

Tel: 01535 680425.

Shillingstone Station

Shillingstone, Dorset.

Open: Sat, Sun and Wed.

Tel: 01258 860696.

Somerset & Dorset Railway Trust

Washford, Somerset. Open: Weekends.

Tel: 01984 640869.

STEAM – Museum of the GWR

Swindon, Wilts. Open: Daily.

Tel: 01793 466646.

St Albans South Signalbox & Museum

St Albans City station. Tel: 01727 863131.

Ulster Folk & Transport Museum

Cultra, Co Down. Open: Tues-Sun.

West Cumberland

Railway Museum

St Bees, Cumbria. Open: Monthly,

dates as per Facebook entry or email

petergrooke@btinternet.com

Yeovil Railway Centre

Yeovil Junction, Somerset.



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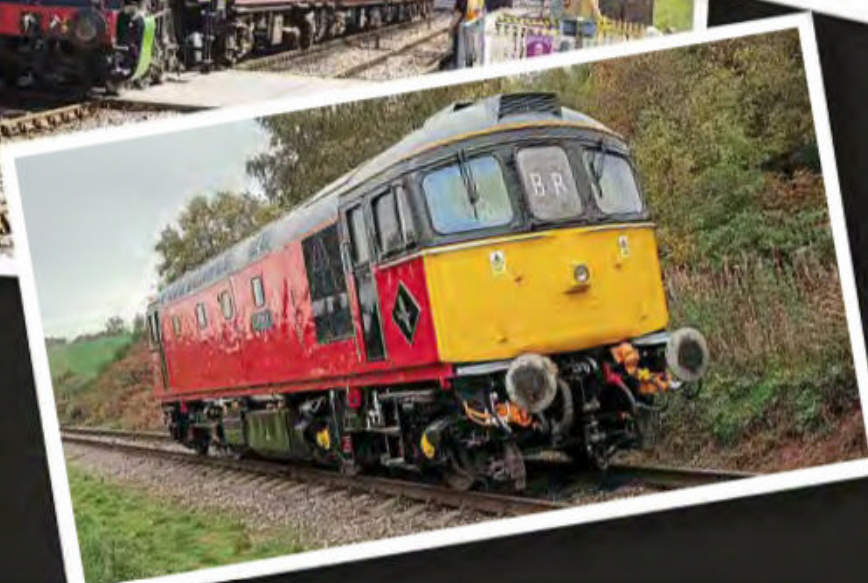
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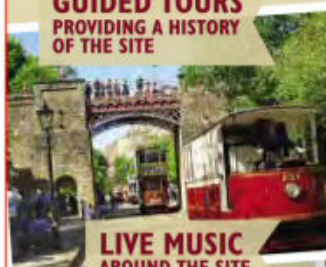
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Crich 60



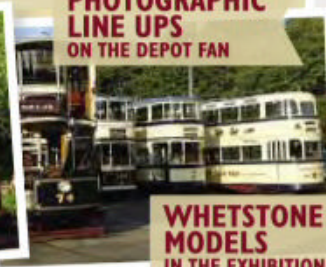
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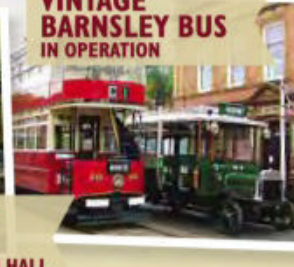


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IN OPERATION



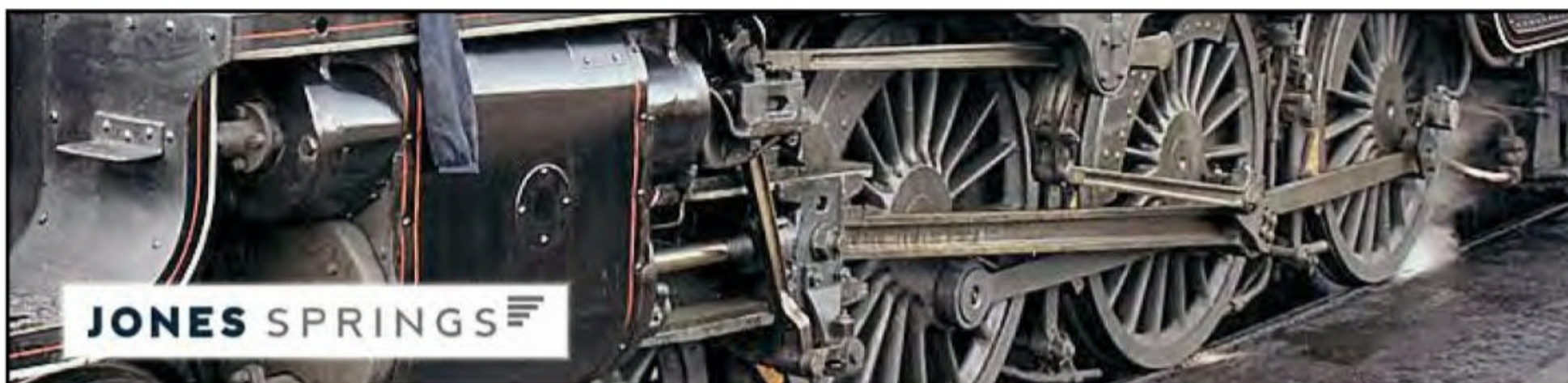
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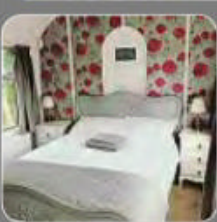
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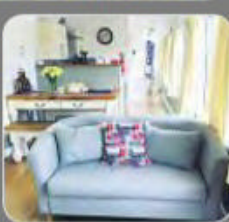
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Again compiled from much previously unseen footage across the Southern region and beyond and assembled in the order that the film runs off the cine reel. This video begins at London Waterloo and there is film at Vauxhall, Clapham Junction, and Nine Elms shed. Woking is seen and we visit Guildford plus its mpd. Other locations include: Chertsey, Virginia Water, Ascot, North Camp, and Alton. Basingstoke is particularly well covered from the early 1960s until the end of steam - in addition to Bulleids and Standards we see Schools and King Arthurs here. In Sussex included are: Rowfant, Rotherfield, Hellingley, Keymer Junction, Hassocks, Clayton tunnel, Slinfold, Newhaven, and a journey from Horsham to Brighton with an E4. The 'H' - worked branch from Duntun Green to Westerham in Kent is visited before closure in 1961. Both stations at Winchester are seen and visit are made to the works and shed at Eastleigh, and at Southampton a tour is made of the docks including the Ocean Terminal in 1963. Double-headed USA tanks take us from Southampton Terminus along the branch to Fawley. We travel to the Isle of Wight in 1961 and the Hayling Island branch is seen in 1963. Brockenhurst is another favoured location that includes the era when M7s worked to Lymington. Moving west further places visited are Christchurch, Bournemouth shed, Wareham, the Swanage branch, Weymouth, and Weymouth shed - there are even a couple of clips on the S&D. In 'Withered Arm' territory marvel at Zs on banking duty at Exeter, the steeply graded line between Braunton and Ilfracombe, plus Beattie tanks at Wadebridge and Boscombe Junction. SR-based locomotives are also seen away from their home region at locations such as Reading, Reading Central Goods, Oxford, Wellingborough, near Stratford-on-Avon, Leamington, near Rugby and Banbury. The time period for the majority of the film is between 1961 and 1967. Motive power includes (in no particular order): MN, WC, & BB, Q1, U, N, H, Q, S15, USA, M7, A1X, B4, C, E4, E6, K, N15, 02, LN, V, H16, Z, 0298, 73XXX, 75XXX, 76XXX, 412XX, 80XXX, and 82XXX. Filmed almost entirely in colour a commentary plus sound track complement this nostalgic look at the last years of SR steam. Running time 90 mins Price £19.75 post free

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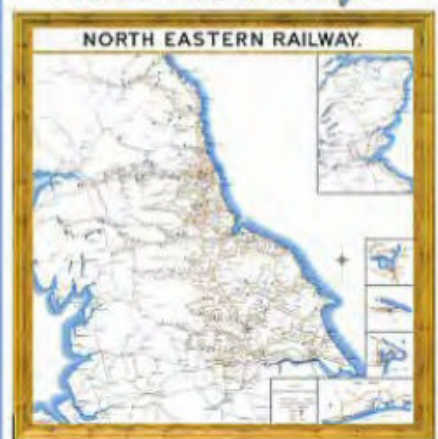
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September kicks-off autumn gala season

By Gareth Evans

SPECIAL EVENTS

30-September 1: North Norfolk Railway: Autumn Steam Gala ■

31: Llanelli & Mynydd Mawr Railway: Enthusiast Running Day at Cynheidre

31: Chinnor & Princes Risborough Railway: Big Diesel Day ■

31: Bo'ness & Kinneil Railway: 1950s Event

31-September 1: Welshpool & Llanfair Railway: Gala Weekend ■

31-September 1: Lincolnshire Wolds Railway: 1940s Weekend

31-September 1: Aln Valley Railway: Model RailEx & Steam Weekend

31-September 1: Cholsey & Wallingford Railway: Bunkfest

31-September 1: Hollycombe Steam in the Country: Model Weekend

1: Kirklees Light Railway: Vintage Vehicle Rally

1: Leighton Buzzard Railway: Marshall from Paw Patrol ■

1: Epping Ongar Railway: Classic Car Rally

1: Bressingham Steam Museum: Model Railway Day

1: Romney, Hythe & Dymchurch Railway: Bus rally

1: Isle of Wight Steam Railway: Morris Minor Rally

3-7: East Anglian Railway Museum: Chapel Station CAMRA Beer Festival

5-7: Severn Valley Railway: Bridgnorth Station CAMRA Beer Festival

6-8: Swanage Railway: Classic Transport Rally

7, 8: South Devon Railway: Behind the Scenes and Recruitment Days

7, 8: Churnet Valley Railway: Yankee Weekend

7, 8: Bure Valley Railway: Steam in Miniature

7, 8: Peak Railway: The Shunter Hunter Enthusiast Gala ■

7, 8: Cholsey & Wallingford Railway: Agatha Christie Weekend

7, 8: Mid-Suffolk Light Railway: Country Railway Gala

7, 8: Seaton Tramway: Tramway & Light Railway Society model exhibition

7, 8: Somerset & Dorset Railway: Autumn Steam Gala

8: East Lancashire Railway: Classic Car Rally

8: Kempton Steam Railway: Dinosaur Day ■

8: Great Central Railway: Quorn Swap Meet

8: Gloucestershire Warwickshire Railway: Classic Vehicle Day

8: Epping Ongar Railway: RT and RF Celebration – Bus Event and Running Day

12-15: Great Central Railway: Beer Festival

13-15: Isle of Wight Steam Railway: Mixed Traction Event ■

13-15: Pontypool & Blaenavon Railway: Steam Gala ■

13-15: Dean Forest Railway: Diesel Gala ■

14: Romney, Hythe & Dymchurch Railway: Fireman Sam ■

14, 15: Vale of Rheidol Railway: Forgotten Engines Steam Festival Weekend ■

14, 15: Epping Ongar Railway: Autumn Diesel Gala ■

14, 15: West Somerset Railway: Forties Weekend

14, 15: North Norfolk Railway: 1940s Weekend

14, 15: Amerton Railway: Everything Goes gala

14, 15: Midland Railway – Butterley: Midland Railway Trust 50th Anniversary ■

14, 15: Llangollen Railway: Heritage Railcar Gala ■

14, 15: Swindon & Cricklade Railway: Mixed Traffic Weekend

14, 15: Great Central Railway Nottingham: Diesel Gala ■

14, 15: Stephenson Railway Museum and North Tyneside Steam Railway: Heritage Open Weekend

14, 15: Middleton Railway: Works Outing & Heritage Open Weekend

14, 15: Lincolnshire Wolds Railway: Heritage Open Weekend

14, 15: Moors Valley Railway: Autumn Steam Gala

14, 15: Helston Railway: Heritage Transport Weekend

14, 15: Amberley Museum: Miniature Steam Weekend

15: Lincolnshire Coast Light Railway: Classic Wheels car show

15: Bressingham Steam Museum: Artistic Blooms Flower Arranging Day



The East Lancashire Railway's popular 'Dining with Distinction' dining experience runs on selected dates throughout the year. BR 4MT 2-6-4T No. 80097 is seen approaching Townsend Fold just after 8pm on June 28. PHIL JONES

19-22: Severn Valley Railway: Autumn Steam Gala ■

20-22: Perrygrove Railway: Vintage Working Weekend

21: East Lancashire Railway: Type 1-3 Theme Day ■

21, 22: Rudyard Lake Steam Railway: Steam Gala

21, 22: Crich Tramway Village: Crich at 60

21, 22: Tanfield Railway: 1940s Weekend

21, 22: Buckinghamshire Railway Centre: Steam & Agricultural Show

21, 22: Apedale Valley Light Railway: 50th Anniversary Weekend ■

21, 22: Didcot Railway Centre: Victorian Weekend

21, 22: Avon Valley Railway: 1940s Weekend

21, 22: Kent & East Sussex Railway: Day Out With Thomas ■

22: Amberley Museum: Autumn Bus Show

22: Whitwell & Reepham Railway: The Forgotten Fabrics Clearout Sale

27-29: North Yorkshire Moors Railway: Annual Steam Gala 2019 ■

27-29: Epping Ongar Railway: 25 Years In The Making ■

28: Great Central Railway: Steam Punk

28, 29: Sittingbourne & Kemsley Railway: End of Season Gala Weekend

28, 29: South Devon Railway: Models & Miniatures

28, 29: Llangollen Railway: Diesel Weekend ■

28, 29: London Transport Museum: Acton Depot Open Weekend

28, 29: Foxfield Railway: Autumn Festival of Steam ■

28, 29: Cholsey & Wallingford Railway: 1940s Weekend

28, 29: Lynton & Barnstaple Railway:

Autumn Steam Gala ■

28, 29: Devon Railway Centre: Everything Goes

28-30: Nene Valley Railway: *Flying Scotsman* visit ■

29: North Tyneside Steam Railway: Diesel Day ■

29: Leighton Buzzard Railway: Sand & Motorcycle

29: East Anglian Railway Museum: Diesel Gala ■

29: Bressingham Steam Museum: Vintage/Bygone Rally Day

RAILWAYANA

September

7 Great Central Railwayana, Stoneleigh Park

21 Thirsk Railwayana

21 GW Railwayana (H C Casserley collection), Pershore



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